



LAND REDEVELOPMENT COMMITTEE

Date: 4 August 2025
Item 2.1: Lot 19 Perth City Link – Development Application Determination
Submitted by: Matt Ryan

Information

Project Area: Perth City Link
Location: Lot 19 Perth City Link, Perth
Owner: Western Australian Land Authority
Applicant: Erben Pty Ltd
Proposal: 21 Storey Specific Purpose (Student) Accommodation, Shop, Restaurant/Café and Tavern Development

Purpose

Consideration of a development application for a 21 Storey Specific Purpose (Student) Accommodation, Shop, Restaurant/Café and Tavern Development at Lot 19 Perth City Link.

Location Plan



Recommendation

That the Central Perth Land Redevelopment Committee resolves to recommend to the DevelopmentWA Board that it approves the development application for a 21 Storey Specific Purpose (Student) Accommodation, Shop, Restaurant/Café and Tavern Development at Lot 19 Perth City Link, subject to the recommended conditions and advice notes.

PLANNING ASSESSMENT

Proposal

On 6 May 2025, a development application was received for a 21 Storey Specific Purpose (Student) Accommodation, Shop, Restaurant/Café and Tavern Development at Lot 19 Perth City Link. The site is located within the King-Lake Street Precinct of the Perth City Link Project Area, within the Central Perth Redevelopment Area.

The applicant is in the process of acquiring the site from DevelopmentWA.

The site is located over subterranean Public Transport Authority infrastructure, including railway tunnels and the Perth Busport. The site also contains above ground PTA service infrastructure and two busport entry portals. Due to this, the proposal is subject to restricted loading to prevent damage to infrastructure assets and is required to safeguard access through the site for future servicing of the adjacent Lot 11.

The development application comprises:

- A 21 storey building including:
 - 1,146 student accommodation beds within a mix of studio, twin and four-to-five bed “cluster” room types, ranging from 14m² to 130m²;
 - All room types equipped with lounge/study/dining, kitchen and bathroom facilities, with the cluster arrangement comprising of separate bedrooms with ensuites but shared living spaces;
 - 4,169m² of internal and external communal amenities spaces for occupants including shared kitchen and laundry, study spaces, gymnasium, gaming lounge and three outdoor terraces;
 - Building reception and office including pastoral care meeting room and mail room; and
 - 1,912m² of commercial floor space across four tenancies on the ground and mezzanine levels, inclusive of Shops, Restaurant/Café and a Tavern.
- 14 at-grade car parking bays and 120 bicycle bays;
- All vehicle and servicing access via a single crossover to Queen Street; and
- Provision for future vehicle access to adjacent Lot 11 through the site.

Refer to Appendix 2 – Development Plans

Previous Central Perth LRC Consideration

The application was presented to the Central Perth Land Redevelopment Committee at a briefing session on 7 April 2025, where the following matters were raised:

- whether circulation space within the smaller studio rooms could be improved;
- whether adequate and safe E-Scooter/E-Bicycle storage would be provided;
- what consultation had occurred with local Indigenous groups;
- how PTA infrastructure on Roe Street would be fully integrated into the design; and
- whether there was any opportunity to activate and improve the user experience within the vehicle access way, which functions as a secondary entrance for residents.

A response to the LRC feedback was submitted by the applicant on 1 May 2025 advising:

- the layout of smaller studios has been modified to improve circulation;
- the bicycle store has been relocated to improve connectivity, and size increased to allow additional space for charging of E-Scooters and E-Bicycles;
- that engagement with local and Indigenous artists would inform the public art strategy as the design develops;
- PTA infrastructure and service doors are to be fully screened and integrated through a built form 'service concealment' strategy; and
- the service access area has been reconfigured to improve functionality with a future interior design strategy to prioritise safety, lighting and wayfinding through high quality design. It is a secure, gated space with authorised access only so would not be an appropriate location for public art.

Conditions and Advice Notes are recommended to ensure that Indigenous groups are engaged in preparation of the public art strategy, and that the vehicle access way is designed to a high quality, promoting a positive user experience.

Assessment

The proposed development is generally consistent with the applicable Central Perth Redevelopment Scheme (the Scheme), Development Policies and the Perth City Link Design Guidelines (the Design Guidelines).

Overall, the proposal is positively aligned with the Perth City Link Vision of the Scheme and Design Guidelines which seek to create a multi-functional, vibrant and active urban environment, connecting Northbridge to the City. The proposal will contribute over 1,000 new student residents, increasing the population living in the inner city and contributing to the success of the surrounding commercial, retail, dining and entertainment land uses.

The following matters are further discussed as alternative design solutions to the envisioned outcomes are proposed:

	Design Guidelines/ Policy Requirement	Proposed	Outcome
Building Height (Maximum)	<i>20 storeys</i>	<i>Modulated tower ranging from 5 to 21 storeys</i>	<i>+1 storey for northern portion</i>
Setbacks Above Podium	<i>3m setback to Queen Street</i> <i>8m to City (Karak) Walk</i>	<i>1.55m setback</i> <i>1.5m setback (levels 2-4)</i>	<i>-1.45m reduction</i> <i>-6.5m reduction</i>
Bicycle Parking	<i>305 Residential</i> <i>13 Commercial</i>	<i>120 Residential</i> <i>13 Commercial</i>	<i>-185 bays</i>

Land Use specific considerations are also discussed below, noting that the functional requirements of a Student Accommodation Development do not strictly align with all of the acceptable development criteria of the Design Guidelines (e.g. such developments do not include features such as private balconies or storerooms). As such, broad discretion for the bespoke land use outcome is sought.

Under Section 1.6 Discretionary Clause of the Design Guidelines, DevelopmentWA may approve a development application where it has departed from the acceptable development criteria, where the alternative solution is:

- consistent with the Scheme Vision and Precinct Statement of Intent; and
- meets the Design Intent and Objective of the Design Guidelines.

DevelopmentWA's consideration of the proposal is provided below.

Land Use

Specific Purpose (Student) Accommodation, Shop, Restaurant/Café and Tavern are Preferred land uses under the Scheme for the site. The proposal is the first Student Accommodation proposal for the Perth City Link project, and it remains an emerging land use in within the Western Australian context.

The Perth City Link Design Guidelines and Residential Design Codes Volume 2 do not adequately consider the specific communal amenity needs of student accommodation, nor are practical in application, as student accommodation rooms are not defined as "dwellings". Student accommodation rooms are also typically only occupied for a temporary period aligned with tertiary education duration, therefore are not designed to the full specifications of a permanent residential dwelling.

The Western Australian Planning Commission has recently released a draft Position Statement on purpose-built student accommodation. The draft Position Statement seeks to support high quality student accommodation outcomes through broad use-appropriate assessment criteria.

Although not yet intended for use in decision making, the proposed development addresses the criteria within the draft Position Statement including being well located adjacent to the ECU City development, achieving the requisite level of room amenities such as a study area, storage, tv and internet, providing high levels of shared amenity spaces and responding to community and safety needs of future users.

The proposal has gone through a successful Design Review Panel process and has been supported by the panel as a positive amenity and design quality outcome.

Building Height

While the proposal exceeds 20-storeys for a portion of the tower, the overall outcome is considered consistent with Design Intent and Objectives of the Design Guidelines, and is supported as:

- the building mass is substantially less than envisaged by the Design Guidelines building envelope, responding to the structural load limitations of the site, while still maintaining a building of scale appropriately suited to the inner city context;
- Solar access and sightlines for the surrounding area are generally improved through the redistribution of mass to the north of the site, as verified by shadow diagrams;
- the minimal height increase facilitates resident access to the roof level and includes architectural integration of building roof plant, which are positive outcomes;
- the height is in character with approved developments along Roe Street which range from 11 storeys to 23 storeys;

- the podium height and design maintains an appropriate human scale at the ground floor; and
- the proposal is a high quality architecturally designed outcome, which has been supported by the Design Review Panel (further discussed below).

No objections were raised in relation to the proposed height during the stakeholder and public consultation process.

Setbacks Above Podium

The proposal seeks an alternative design approach to the envisioned 3 metre setback to Queen Street and 8 metre tower setback to Karak Walk. The proposed setbacks are considered to be consistent with Design Intent and Objectives of the Design Guidelines, and are supported as:

- separation to the adjacent ECU development of between 20 metres at the lower floors and 25 meters for upper floors is maintained, allowing sufficient space for access to natural light and ventilation, and to ensure visual privacy is maintained;
- the tower massing is broken up with a stepping form that is lower to the south and higher in the north reducing overshadowing impacts to southern lots and creating a sense of openness with sky views along Karak Walk;
- the massing of the building to the north-east of the site optimises solar access to living areas and effectively defines the corner of the site, being the main pedestrian entry;
- the built form outcome delivers setbacks above level 4 which are significantly greater than the 8 metre minimum requirement providing visual interest when viewed from a distance and at oblique angles; and
- a nil setback at the podium level creates a human scale along Queen Street and Karak Walk with articulation and breaks in the form, active frontages and canopy cover, and building overhang creating a high quality street edge and pedestrian environment.

Bicycle Parking

The proposed provision of 120 resident bicycle bays is consistent with the Objectives of the Design Guidelines, despite being less than the 305 bays sought by the acceptable development criteria, and is supported as:

- bicycle demand for student accommodation is lower than that for multiple dwellings as:
 - students are potentially residing for one or two semesters and therefore are unlikely to purchase a bicycle; and
 - universities are generally close to student accommodation and well serviced by public transport.
- evidence provided by the Applicant from other student accommodation developments demonstrates that the 1 bay per 10 beds is more than sufficient to meet the demands for students, noting that the nearby development at 609 Wellington Street, Perth (Yugo) was supported by the City of Perth with approximately 1 bay per 13 beds;
- bookable share bicycles/scooters will be provided on-site for use by occupants, reducing the need for individual ownership of bicycles; and
- daily needs are more easily accessed via walking or public transport due to the site's location.

Other Matters

Parking

A total of 14 car parking bays are proposed within the development including 5 commercial tenant bays (including 1 ACROD bay), 7 residential bays and 2 share bays. The shared bays will store two EV share cars provided for the shared use of residents to support longer trips. The share cars will be available for booking by any resident through a booking app.

On-site vehicle parking for tenants and residents is well below the maximum numbers prescribed in the Design Guidelines and the Perth Parking Policy. Furthermore, no minimum parking numbers are required for the Central Perth Redevelopment Area, and the limited parking supply and share car scheme meets the objectives of the Design Guidelines which seeks to encourage the use of alternative transport methods and reduce the use of private vehicles within Perth, whilst still allowing opportunities for private car ownership and to access a vehicle for occasional trips.

Wind

The applicant has submitted a wind report detailing that the development will achieve generally calm wind environments suitable for passive activities in Karak Walk and at the entry to the residential lobby, while the corner of Roe Street and Queen Street has been identified as being subject to localised strong winds due to the exposure to prevailing north-easterly winds.

Wind mitigation measures including increasing the extent of awnings at the corner of Roe Street and Queen Street, retention of adjacent landscaping and inclusion of strategically located new landscaping, recessed building entries and solid terrace balustrading have been incorporated into the proposed development to address wind impacts. To ensure that the final design includes effective wind mitigation strategies in accordance with the Design Guidelines, a condition is recommended for a final wind report to be provided at the detailed design phase and for all recommendations to be implemented thereafter.

Development Policy 3 – Sound and Vibration Attenuation

The application includes an acoustic assessment which considers the development proposal as a noise sensitive premises and a noise emitting premises under Development Policy 3 (Sound and Vibration Attenuation). The report has considered impacts from noise sources including adjacent and internal Dining and Entertainment uses, traffic and rail noise, including the adjacent ECU development, and identifies that the development will attenuate noise and vibration to achieve a comfortable environment. A condition is recommended for a final report to be provided at the detailed design phase and for all recommendations to be implemented thereafter.

Development Policy 9 – Affordable and Diverse Housing

As the development includes a permanent residential use, Development Policy 9 (Affordable Housing) applies to this proposal. The performance standards within DP9 such as minimum number of one-bedroom dwellings and 12% affordable housing however are specific to grouped and multiple dwellings and therefore cannot be practically applied to student accommodation.

The proposal is considered to meet the objectives of the policy by:

- providing a range of dwelling types including studio, twin-share and cluster rooms; and
- providing an alternative and more affordable housing option than private rentals for students in a strategic location within Central Perth.

A draft amendment to Development Policy 9 is currently out for advertising which exempts Specific Purpose Accommodation from the requirement to comply with DP9, acknowledging that such developments already provide a unique social benefit through addressing a specific housing need.

Design Review Panel (DRP)

The proposal has undergone a collaborative design review process with the pre-lodgement plans presented on 28 February 2025 and 4 April 2025. The DRP considered the proposal to be highly responsive to the constrained and challenging site, demonstrating a strong commitment to design quality and end user experience. The dynamic built form approach, optimised and legible ground plane, and high levels of internal amenity were strongly supported by the Panel, who viewed the proposal as a vital, transformational city building project bringing much-needed accommodation to the growing community of students.

Following formal lodgement of the development application, the proposal was reviewed by the DRP again on 3 June 2025. The DRP resolved that the proposal achieved the requisite level of good design across all elements of State Planning Policy 7.0. The DRP identified opportunities exist to improve and refine the design, related to:

- further resolution of the internal corridor between the main and secondary lobby;
- the orientation of the vertical fins on the northern façade to provide effective solar shading; and
- final details of the materials palette and landscaping design.

Conditions and advice notes are recommended to ensure that a high quality of design is maintained particularly in the selection of high quality and durable materials and finishes as detailed design progresses through the working drawings stage.

Refer to Appendix 3 – DRP Advice Note.

Consultation

Stakeholder Consultation

In accordance with Section 64 of the *Metropolitan Redevelopment Authority Act 2011* the application was referred to City of Perth, Public Transport Authority (PTA), Main Roads WA, Perth Airport, Department of Transport, Department of Water and Environmental Regulation (DWER), ATCO Gas, Water Corporation and Edith Cowan University (ECU) and the following responses were received:

- PTA, Main Roads WA, Perth Airport, Department of Transport, DWER and Water Corporation all raised no objections to the proposal subject to recommended conditions and advice notes, and ATCO Gas did not comment.
- ECU supported the proposal, however raised concerns with the low bicycle parking provision, acoustic attenuation and waste management. Bicycle parking has been addressed above and adequate provision is considered to be provided for Student Accommodation. Acoustic attenuation has been appropriately addressed and the

development will achieve an appropriate level of noise attenuation for the precinct. Waste management will be managed through the application of appropriate conditions.

- Comments, advice and concerns raised by referral agencies have been addressed through subsequent revisions to the plans and recommended conditions and advice notes, as considered appropriate.

City of Perth

The City of Perth generally supported the proposal including its alignment with the Scheme, contributing to dwelling targets for the area, and being complementary to the adjacent ECU development. The City raised concerns with:

- the layout and design of some rooms, specifically rooms with restricted circulation space, rooms with bedheads with direct line of sight from the entrance limiting privacy, and lack of daylight access for shared living zones in cluster units; and
- the lack of future adaptability of the units for conversion to other forms of accommodation, such as permanent residential.

The layout of rooms was considered by the DRP with modifications made to improve functionality and amenity. Further modifications to room layouts is not recommended as the current design is supported by the DRP.

The development is specifically designed for student accommodation which emphasizes communal amenity to foster community within the development. It is not practicable to design-in individual room amenity for a potential future adaptive re-use at the expense of communal amenity and shared spaces crucial to the function of the development. Adaptive re-use of the design may be possible with modifications should the Specific Purpose (Student) Accommodation land use no longer be the most effective use of the site in the future. A separate change of use development application would be required in this circumstance.

A detailed response to these concerns is included in Appendix 4 – Summary of Stakeholder Comments. *Refer to Appendix 4 – Summary of Stakeholder Comments.*

Public Consultation

In accordance with Clause 5.16 of the Scheme, the application was advertised for public comment for 21 days from 19 May 2025 to 9 June 2025. Advertising included letters to nearby landowners/occupants and notification on the DevelopmentWA website. Three submissions were received, including:

- two submissions in support; and
- one neutral submission. The key theme raised in the neutral response was a lack of on-site parking. The Design Guidelines do not prescribe minimum parking numbers in the Perth City Link Project Area given the central location and access to public transport, to encourage active modes of travel and reduce traffic and as such parking is consistent with the intent of the parking requirements of the Design Guidelines.

Refer to Appendix 5 – Summary of Public Comments.

Delegation

Under DevelopmentWA's Delegation Schedule, the DevelopmentWA Board is delegated to approve development applications with a development value over \$50 million within the Central Perth Redevelopment Area. The project has an estimated value of \$230 million.

Conclusion

The proposed development is generally consistent with the planning framework for the site. Elements of the development proposing alternative solutions are considered to meet the relevant objectives despite the challenging and constrained nature of the site.

The proposal has gone through a rigorous design review process to ensure the final outcome is contextually appropriate in its urban setting and delivers much needed student accommodation in a central and highly connected location, together with active ground floor uses contributing to the vibrancy of the Precinct. The design reflects a high-quality built-form outcome that supports the delivery of the Perth City Link vision and contributes to dwelling targets for the Central Perth region and the growing community of students driven by the adjacent ECU campus development.

It is recommended that the Central Perth Land Redevelopment Committee recommend to the DevelopmentWA Board that it approve the development application for the proposed 21 Storey Specific Purpose (Student) Accommodation, Shop, Restaurant/Café and Tavern Development at Lot 19 Perth City Link, subject to the recommended conditions and advice notes in *Appendix 6*.

Appendices

- Appendix 1 – Regulatory Assessment
- Appendix 2 – Development Plans
- Appendix 3 – DRP Advice Note
- Appendix 4 – Summary of Stakeholder Comments
- Appendix 5 – Summary of Public Comments
- Appendix 6 – Recommended Conditions and Advice Notes

REGULATORY ASSESSMENT

Redevelopment Area Objectives

The proposal is considered to satisfy the Redevelopment Area Objectives as it:

- Sense of Place* is a high-quality development with a distinctive built form that is well-resolved and respectful to the local context and character, creating attractive and legible streetscapes and contributing to the sense of place for the Perth City Link Project Area.
- Economic Wellbeing* represents a \$230 million investment into Perth City Link Project Area resulting in a permanent population increase to support and sustain the local day and nighttime economy, as well as introducing opportunities for private investment through the ground floor retail and hospitality tenancies.
- Urban Efficiency* redevelops underutilised land, which will contribute to the achievement of a critical mass of people and provide residential, retail and hospitality land uses to compliment the surrounding area, including the adjacent university development.
- Social Inclusion* includes a variety of unit typologies, providing diversity to meet a range of student needs and providing an alternative housing option to private rentals. Extensive shared common areas and facilities will promote social interactions and occupant wellbeing.
- Connectivity* offers 1,146 student beds in close proximity to high-frequency public transport, with safe, legible and comfortable pedestrian access routes to key destinations including to the State Library, Northbridge and Hay and Murray Street Malls, as well as prioritising active transport modes, which promotes reduced reliance on car travel.
- Environmental Integrity* commits to achieving a 5 Star Green Star rating and incorporates sustainability infrastructure in the design including being 100% electric (no gas), all units and common areas having energy and water efficient fixtures and promoting active travel and public transport.



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REV.	DATE	AMENDMENT
A	08.04.2025	REVIEW
B	02.05.2025	ISSUED FOR DA

ACOUSTICS:	MARSHALL DAY ACOUSTICS
ESD:	FULL CIRCLE DESIGN SERVICES
LANDSCAPE:	FLAN E
STRUCTURAL:	STANTEC
TRAFFIC:	URBII
WASTE:	TALIS CONSULTANTS
WIND:	RWDI

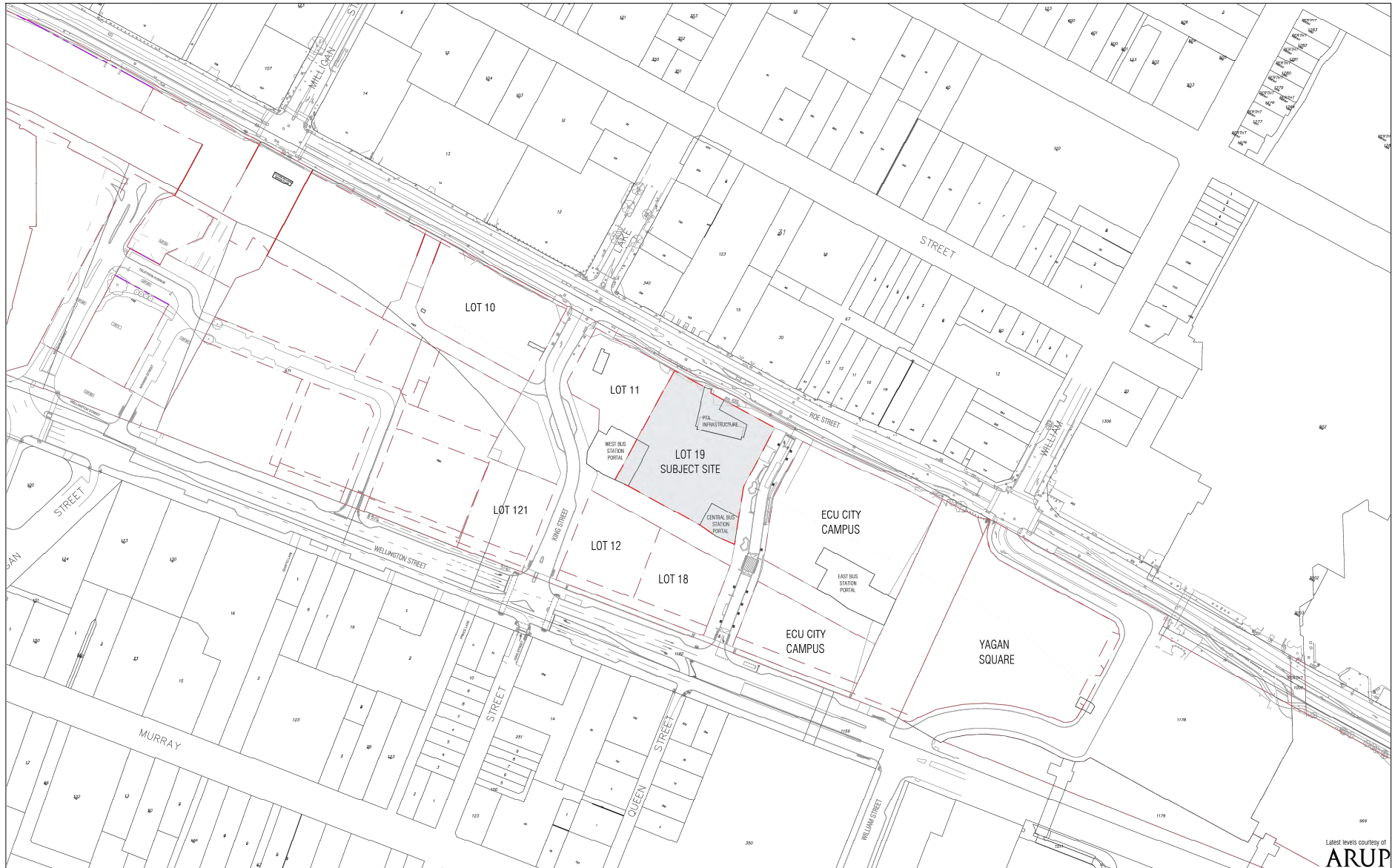
CLIENT	ERBEN
PROJECT	ROE STREET PBSA

PROJECT ADDRESS	LOT 19 ROE STREET PERTH CITY LINK
PROJECT STATUS	DEVELOPMENT APPLICATION

PROJECT NUMBER	24047
NORTH	
SCALE	

DRAWING	COVER
DRAWING NO.	DA0.01
DRAFTER	CD/RL
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REV.	B

Central Perth Land Redevelopment Committee - Development Management



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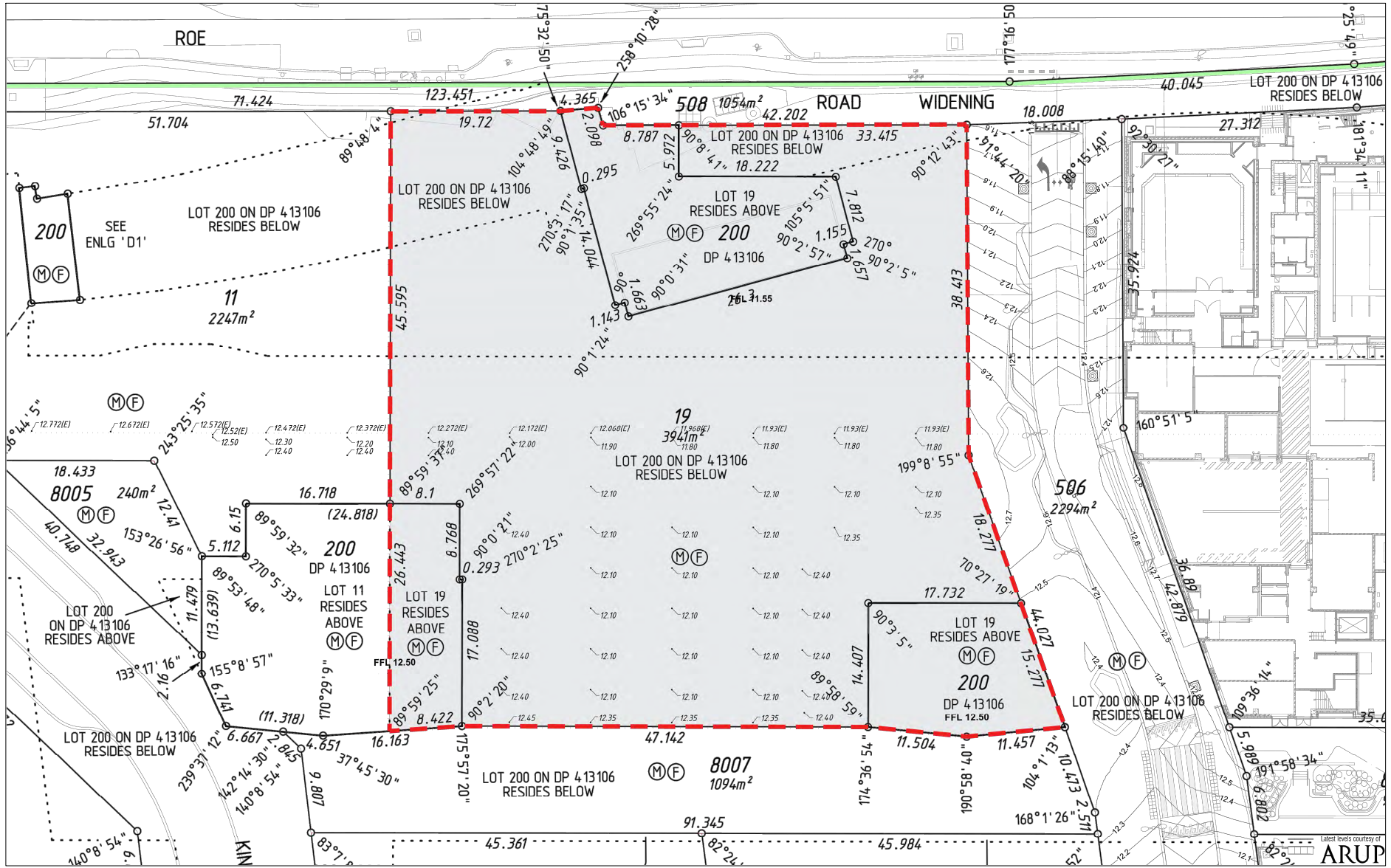
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TRAFFIC:	URBII
WASTE:	TALIS CONSULTANTS
WIND:	RWDI

CLIENT	ERBEN
PROJECT	ROE STREET PBSA

PROJECT ADDRESS	LOT 19 ROE STREET PERTH CITY LINK
PROJECT STATUS	DEVELOPMENT APPLICATION

PROJECT NUMBER	24047
SCALE	1:200 @ A1

DRAWING	LOCATION PLAN
DRAWING NO.	DA0.02
DRAFTER	
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REV.	B



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ESD:	FULL CIRCLE DESIGN SERVICES
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STRUCTURAL:	STANTEC
TRAFFIC:	URBI
WASTE:	TALIS CONSULTANTS
WIND:	RWDI

CLIENT	ERBEN
PROJECT	ROE STREET
	PBSA

PROJECT ADDRESS	LOT 19 ROE STREET PERTH CITY LINK
PROJECT STATUS	DEVELOPMENT APPLICATION

PROJECT NUMBER	24047
SCALE	1:200 @ A1

DRAWING	SITE SURVEY
DRAWING NO.	DA0.03
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Central Perth Land Redevelopment Committee - Development Management



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B	28.04.2025	REVIEW
C	02.05.2025	ISSUED FOR DA
D	18.07.2025	TENANCY NOTE AMENDMENTS

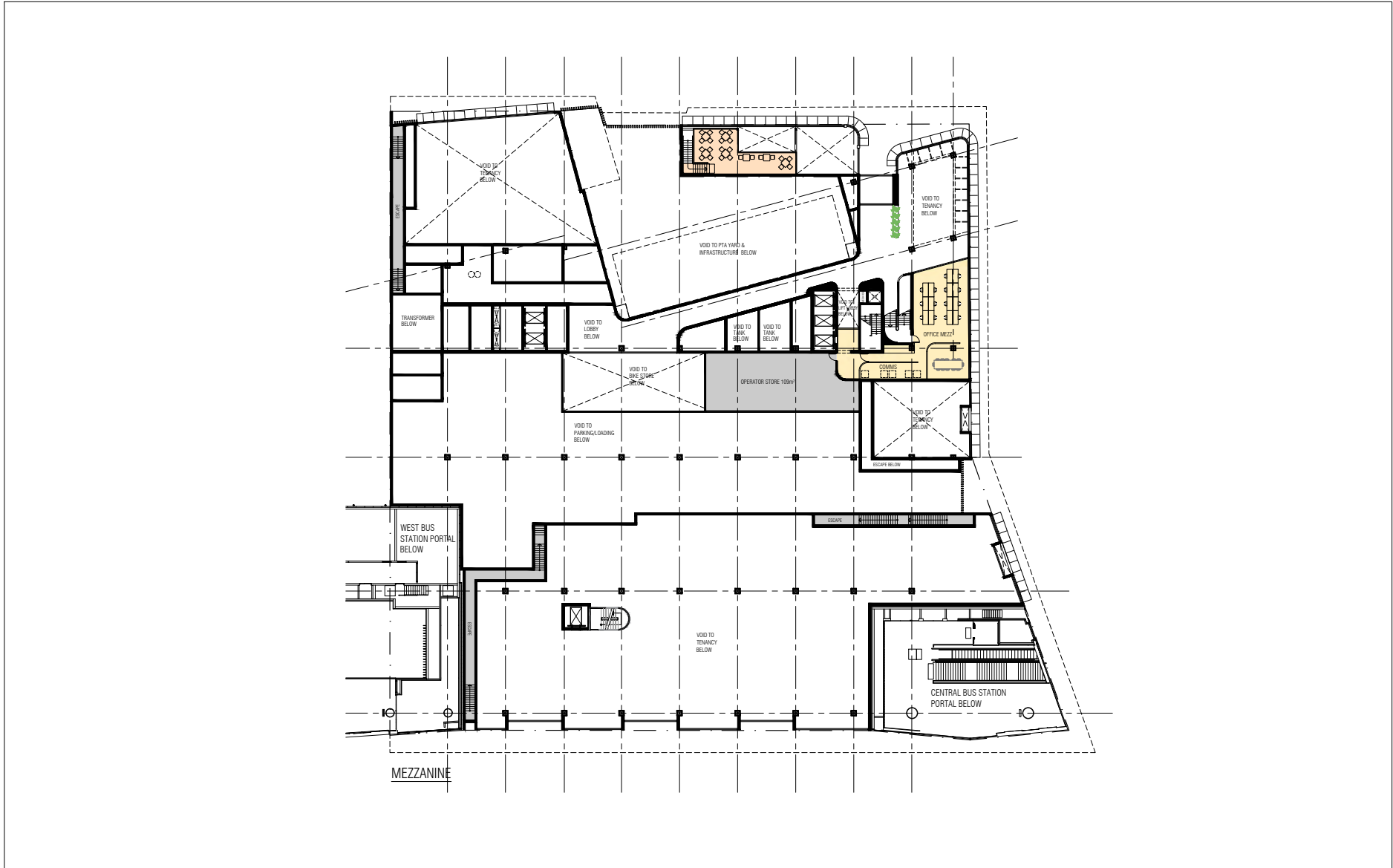
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PROJECT	ROE STREET PBSA

PROJECT ADDRESS	LOT 19 ROE STREET PERTH CITY LINK
PROJECT STATUS	DEVELOPMENT APPLICATION

PROJECT NUMBER	24047
SCALE	1:200 @ A1

DRAWING	FLOOR PLANS AS SHOWN
DRAWING NO.	DA1.01
DRAFTER	CD/RL
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REV.	D



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WIND:	RWDI

CLIENT	ERBEN
PROJECT	ROE STREET PBSA

PROJECT ADDRESS	LOT 19 ROE STREET PERTH CITY LINK
PROJECT STATUS	DEVELOPMENT APPLICATION

PROJECT NUMBER	24047
SCALE	1:200 @ A1



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 WASTE: TALIS CONSULTANTS
 WIND: RWDI

CLIENT: ERBEN
 PROJECT: ROE STREET
 PBSA

PROJECT ADDRESS: LOT 19 ROE STREET
 PERTH CITY LINK
 PROJECT STATUS: DEVELOPMENT APPLICATION

PROJECT NUMBER: 24047
 SCALE: 1:200 @ A1
 NORTH

 SCALE: 0 2 4 10

DRAWING: FLOOR PLANS
 AS SHOWN
 DRAWING NO. DA1.03
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Central Perth Land Redevelopment Committee - Development Management



LEVEL 2



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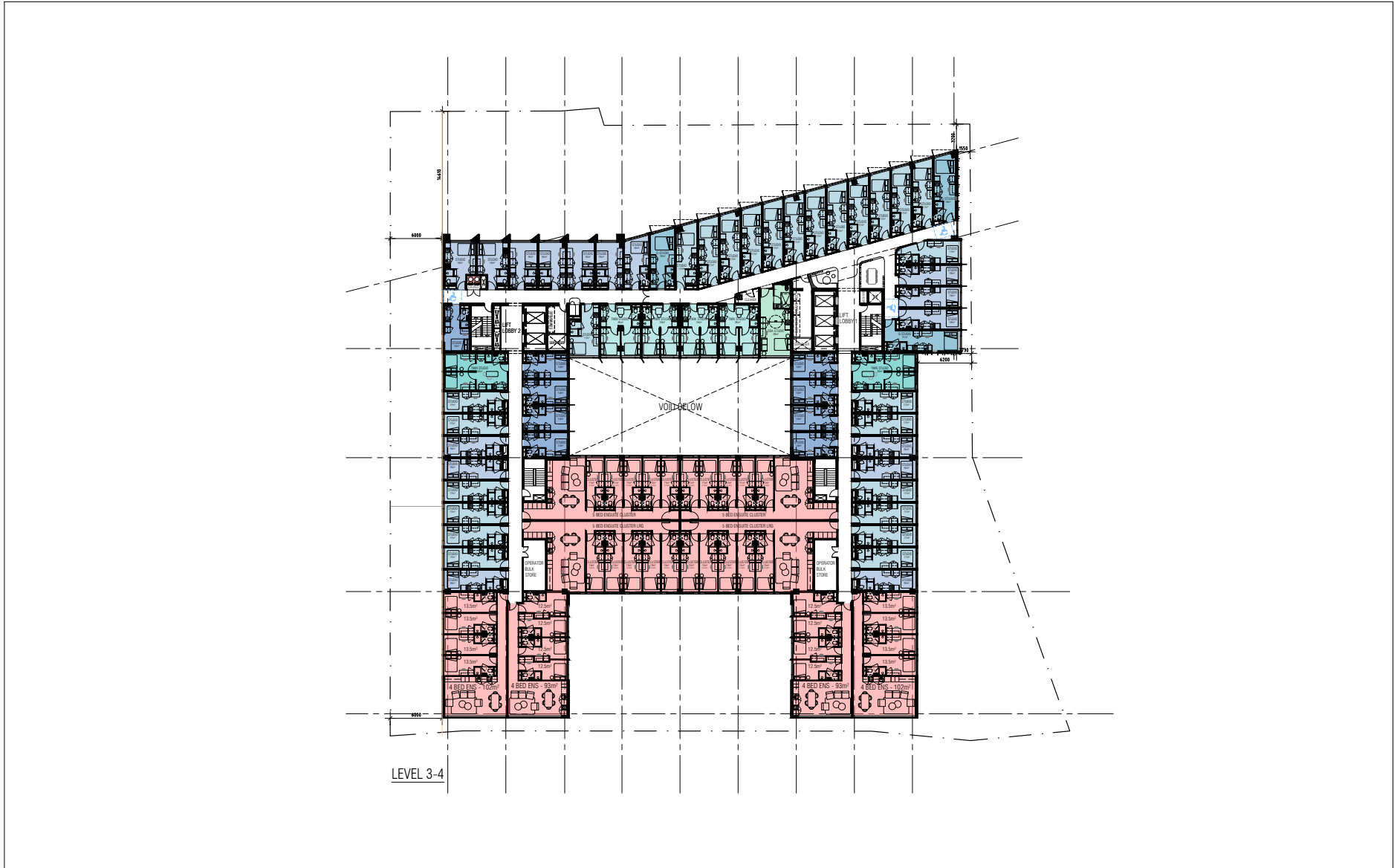
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WIND:	RWDI

CLIENT	ERBEN
PROJECT	ROE STREET
	PBSA

PROJECT ADDRESS	LOT 19 ROE STREET PERTH CITY LINK
PROJECT STATUS	DEVELOPMENT APPLICATION

PROJECT NUMBER	24047
SCALE	1:200 @ A1
NORTH	

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LEVEL 3-4



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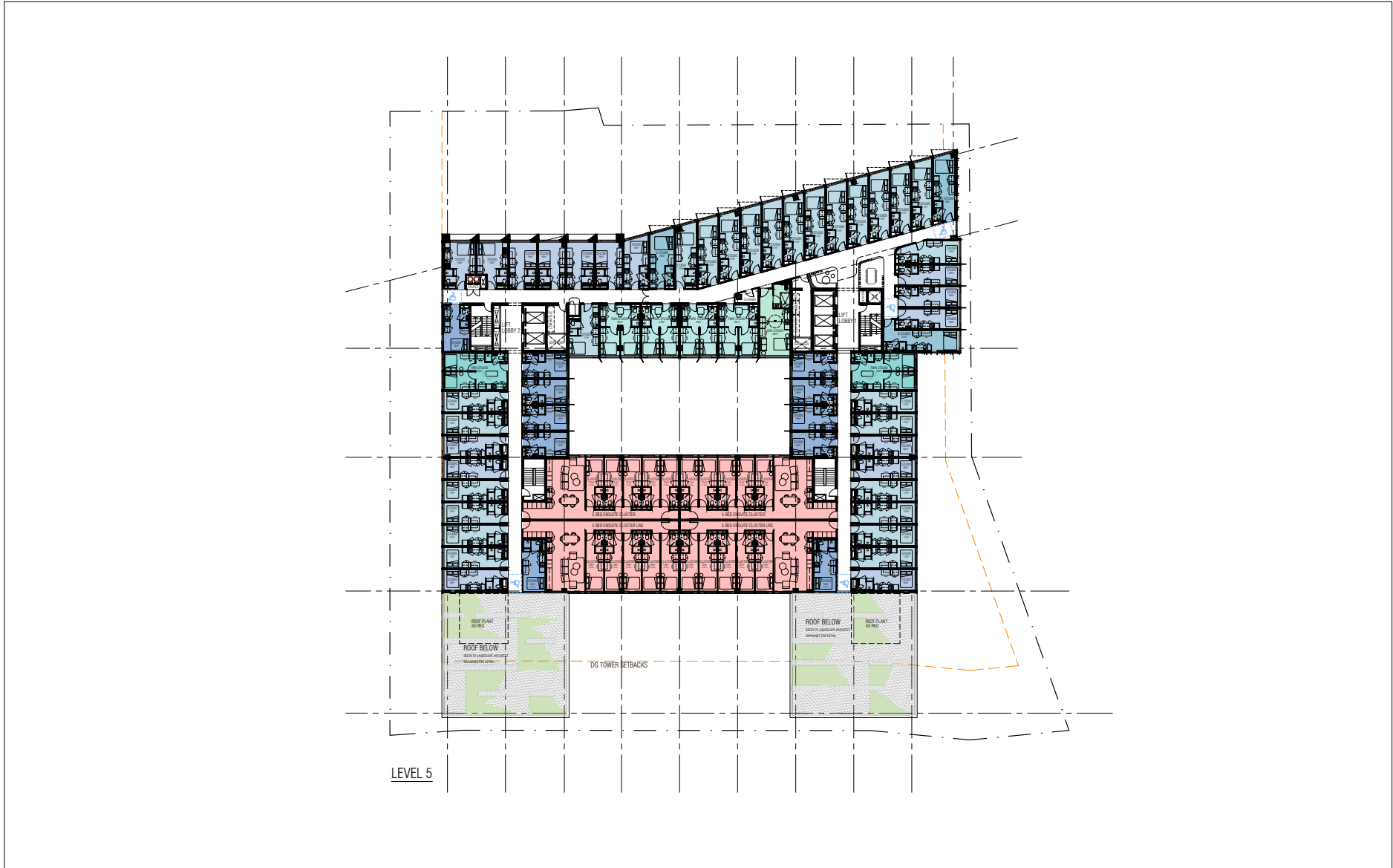
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PROJECT	ROE STREET PBSA

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PROJECT STATUS	DEVELOPMENT APPLICATION

PROJECT NUMBER	24047
SCALE	1:200 @ A1



DRAWING	FLOOR PLANS AS SHOWN
DRAWING NO.	DA1.05
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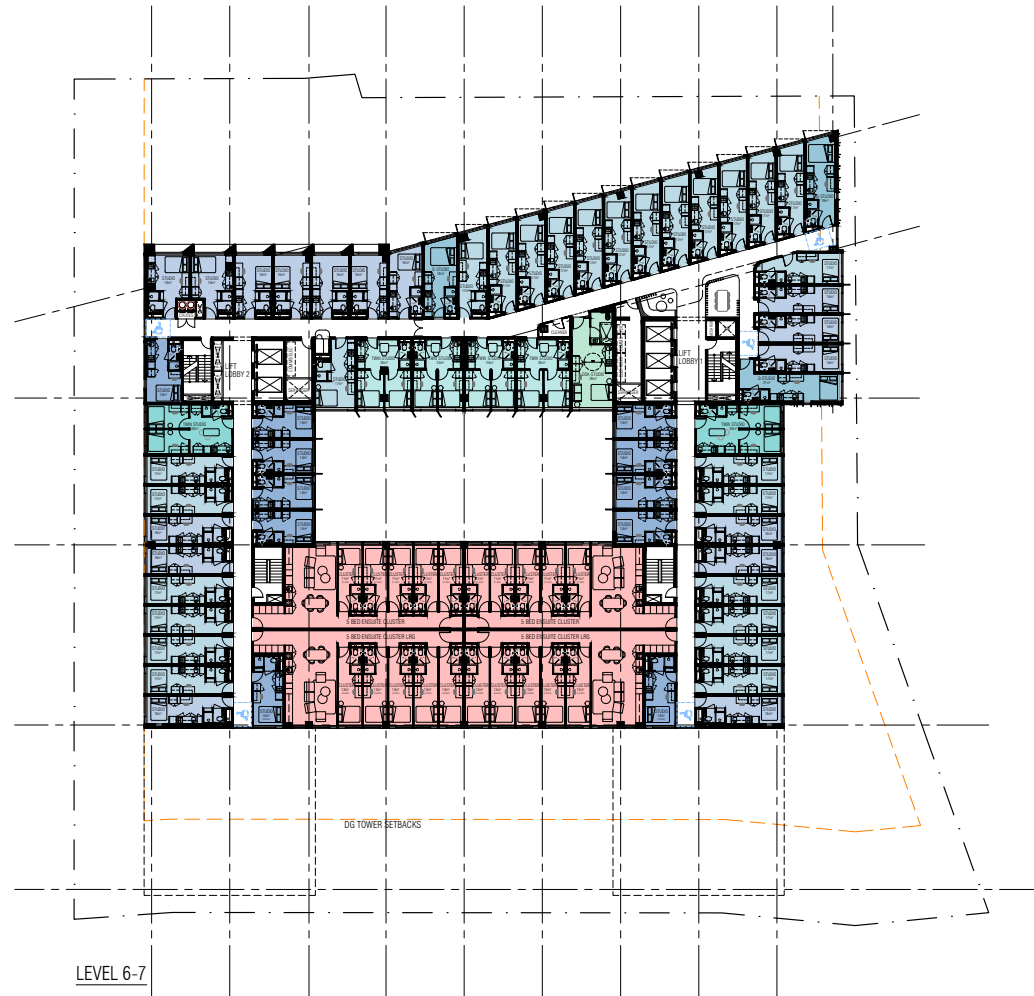
ACOUSTICS: MARSHALL DAY ACOUSTICS
 ESD: FULL CIRCLE DESIGN SERVICES
 LANDSCAPE: FLAN E
 STRUCTURAL: STANTEC
 TRAFFIC: URBI
 WASTE: TALIS CONSULTANTS
 WIND: RWDI

CLIENT: ERBEN
 PROJECT: ROE STREET
 PBSA

PROJECT ADDRESS: LOT 19 ROE STREET
 PERTH CITY LINK
 PROJECT STATUS: DEVELOPMENT APPLICATION

PROJECT NUMBER: 24047
 NORTH
 SCALE: 1:200 @ A1

DRAWING: FLOOR PLANS AS SHOWN
 DRAWING NO.: DA1.06
 DRAFTER: CD/RL
 CHECKED: -
 REV.: C



LEVEL 6-7



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B	29.04.2025	REVIEW
C	02.05.2025	ISSUED FOR DA

ACOUSTICS: MARSHALL DAY ACOUSTICS
 ESD: FULL CIRCLE DESIGN SERVICES
 LANDSCAPE: FLAN E
 STRUCTURAL: STANTEC
 TRAFFIC: URBI
 WASTE: TALIS CONSULTANTS
 WIND: RWDI

CLIENT: ERBEN
 PROJECT: ROE STREET
 PBSA

PROJECT ADDRESS: LOT 19 ROE STREET
 PERTH CITY LINK
 PROJECT STATUS: DEVELOPMENT APPLICATION

PROJECT NUMBER: 24047
 NORTH
 SCALE: 1:200 @ A1
 0 2 4 10

DRAWING: FLOOR PLANS AS SHOWN
 DRAWING NO.: DA1.07
 DRAFTER: CD/RL
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ACOUSTICS:	MARSHALL DAY ACOUSTICS
ESD:	FULL CIRCLE DESIGN SERVICES
LANDSCAPE:	FLAN E
STRUCTURAL:	STANTEC
TRAFFIC:	URBI
WASTE:	TALIS CONSULTANTS
WIND:	RWDI

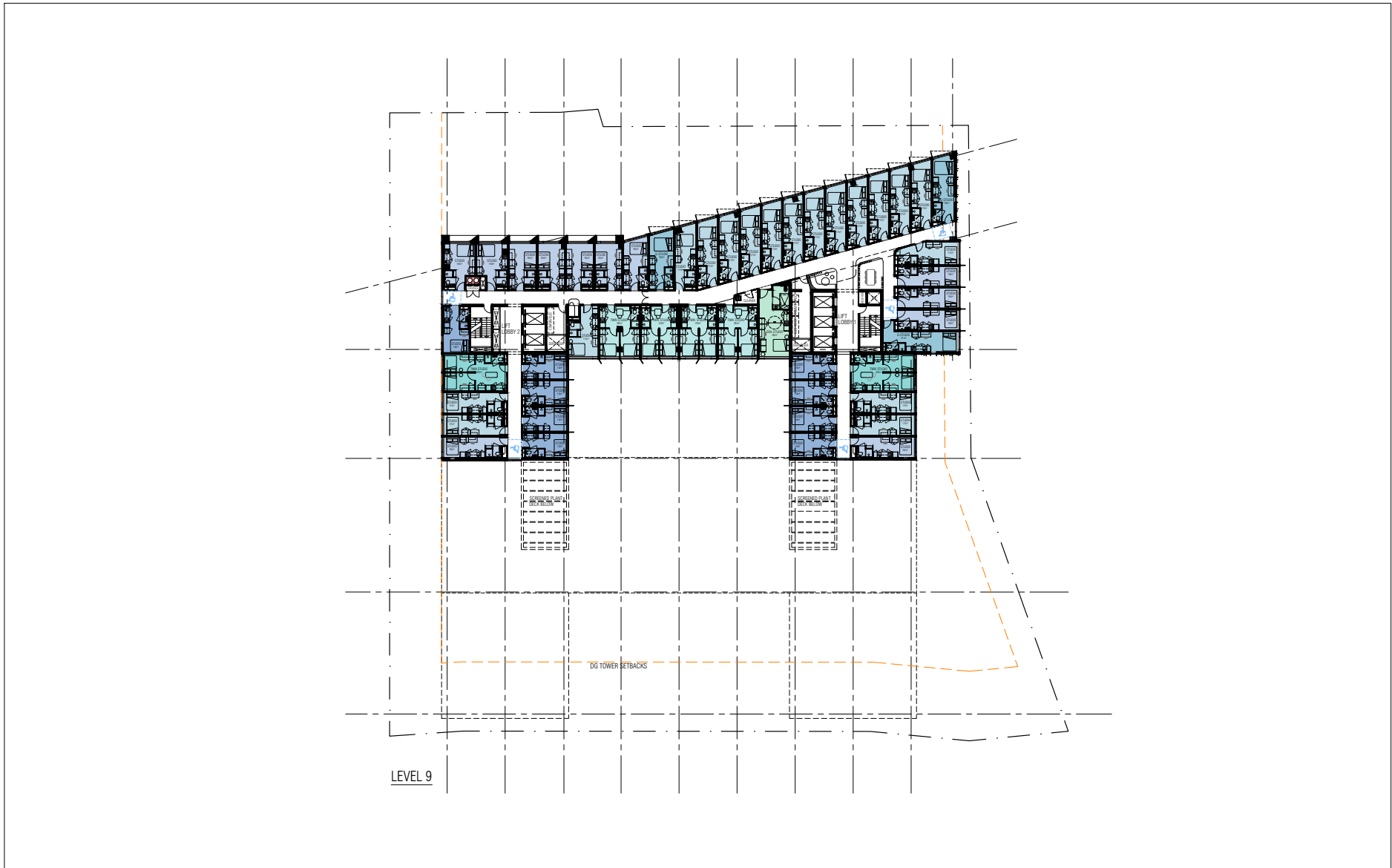
CLIENT	ERBEN
PROJECT	ROE STREET PBSA

PROJECT ADDRESS	LOT 19 ROE STREET PERTH CITY LINK
PROJECT STATUS	DEVELOPMENT APPLICATION

PROJECT NUMBER	24047
SCALE	1:200 @ A1



DRAWING	FLOOR PLANS AS SHOWN
DRAWING NO.	DA1.08
DRAFTER	CD/RL
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REV.	C



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C	02.05.2025	ISSUED FOR DA

ACOUSTICS:	MARSHALL DAY ACOUSTICS
ESD:	FULL CIRCLE DESIGN SERVICES
LANDSCAPE:	FLAN E
STRUCTURAL:	STANTEC
TRAFFIC:	URBII
WASTE:	TALIS CONSULTANTS
WIND:	RWDI

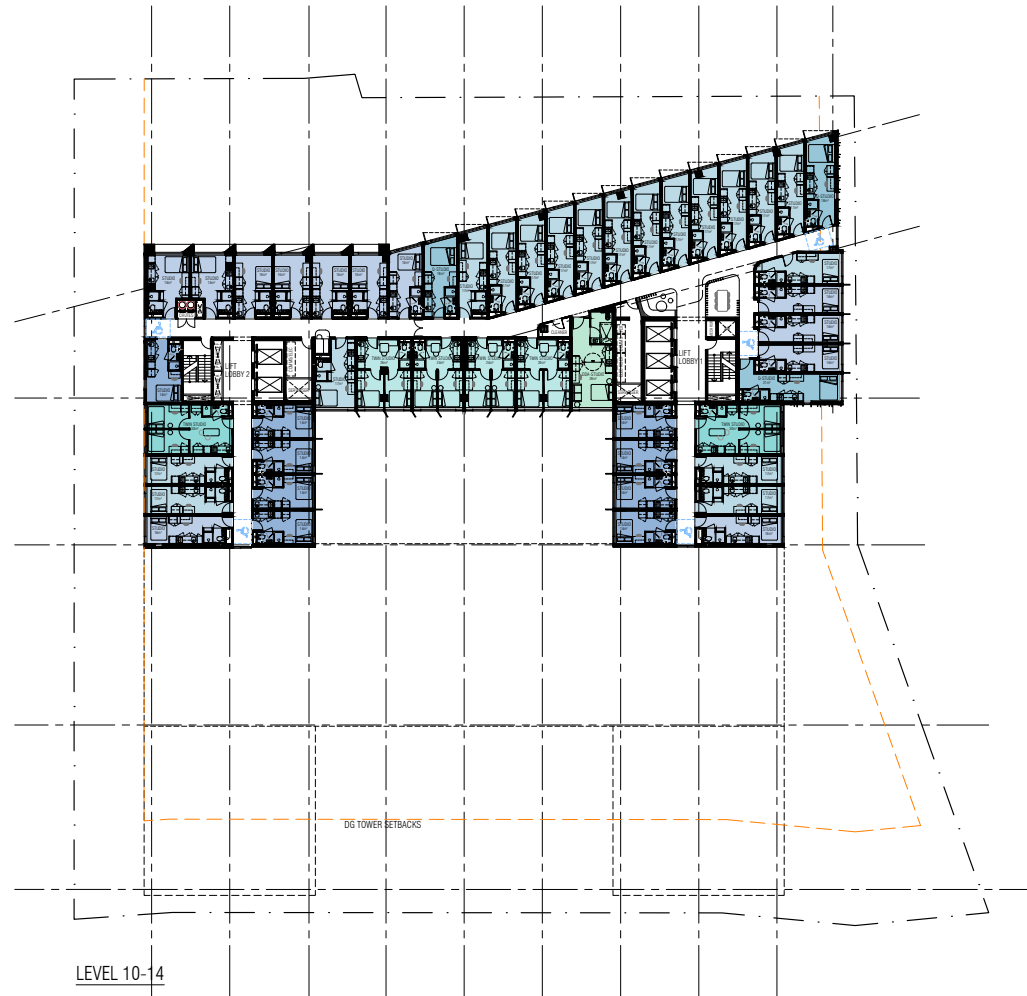
CLIENT	ERBEN
PROJECT	ROE STREET PBSA

PROJECT ADDRESS	LOT 19 ROE STREET PERTH CITY LINK
PROJECT STATUS	DEVELOPMENT APPLICATION

PROJECT NUMBER	24047
SCALE	1:200 @ A1



DRAWING	FLOOR PLANS AS SHOWN
DRAWING NO.	DA1.09
DRAFTER	CD/RL
CHECKED	-
REV.	C



LEVEL 10-14



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ESD:	FULL CIRCLE DESIGN SERVICES
LANDSCAPE:	FLAN E
STRUCTURAL:	STANTEC
TRAFFIC:	URBI
WASTE:	TALIS CONSULTANTS
WIND:	RWDI

CLIENT	ERBEN
PROJECT	ROE STREET PBSA

PROJECT ADDRESS	LOT 19 ROE STREET PERTH CITY LINK
PROJECT STATUS	DEVELOPMENT APPLICATION

PROJECT NUMBER	24047
SCALE	1:200 @ A1



DRAWING	FLOOR PLANS AS SHOWN
DRAWING NO.	DA1.10
DRAFTER	CD/RL
CHECKED	-
REV.	C



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C	02.05.2025	ISSUED FOR DA

ACOUSTICS:	MARSHALL DAY ACOUSTICS
ESD:	FULL CIRCLE DESIGN SERVICES
LANDSCAPE:	PLAN E
STRUCTURAL:	STANTEC
TRAFFIC:	URBI
WASTE:	TALIS CONSULTANTS
WIND:	RWDI

CLIENT	ERBEN
PROJECT	ROE STREET PBSA

PROJECT ADDRESS	LOT 19 ROE STREET PERTH CITY LINK
PROJECT STATUS	DEVELOPMENT APPLICATION

PROJECT NUMBER	24047
SCALE	1:200 @ A1



DRAWING	FLOOR PLANS AS SHOWN
DRAWING NO.	DA1.11
DRAFTER	CD/RL
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REV.	C



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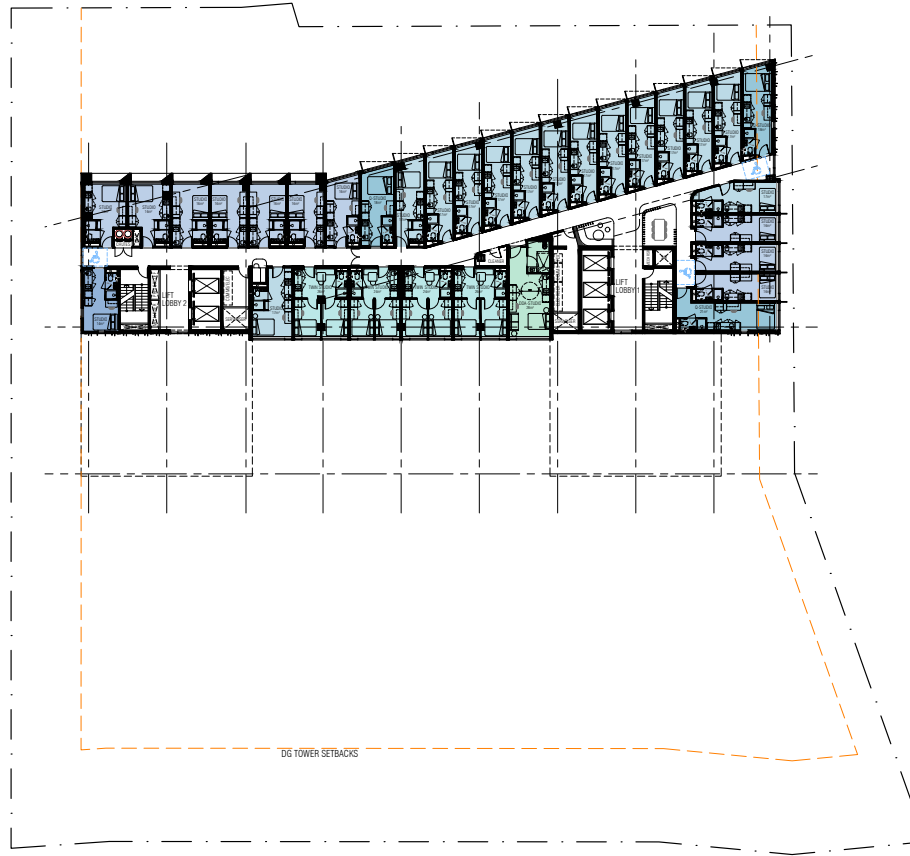
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 ESD: FULL CIRCLE DESIGN SERVICES
 LANDSCAPE: FLAN E
 STRUCTURAL: STANTEC
 TRAFFIC: URBI
 WASTE: TALIS CONSULTANTS
 WIND: RWDI

CLIENT: ERBEN
 PROJECT: ROE STREET
 PBSA

PROJECT ADDRESS: LOT 19 ROE STREET
 PERTH CITY LINK
 PROJECT STATUS: DEVELOPMENT APPLICATION

PROJECT NUMBER: 24047
 NORTH
 SCALE: 1:200 @ A1

DRAWING: FLOOR PLANS AS SHOWN
 DRAWING NO.: DA1.12
 DRAFTER: CD/RL
 CHECKED: -
 REV.: C



LEVEL 17-19



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ESD:	FULL CIRCLE DESIGN SERVICES
LANDSCAPE:	FLAN E
STRUCTURAL:	STANTEC
TRAFFIC:	URBI
WASTE:	TALIS CONSULTANTS
WIND:	RWDI

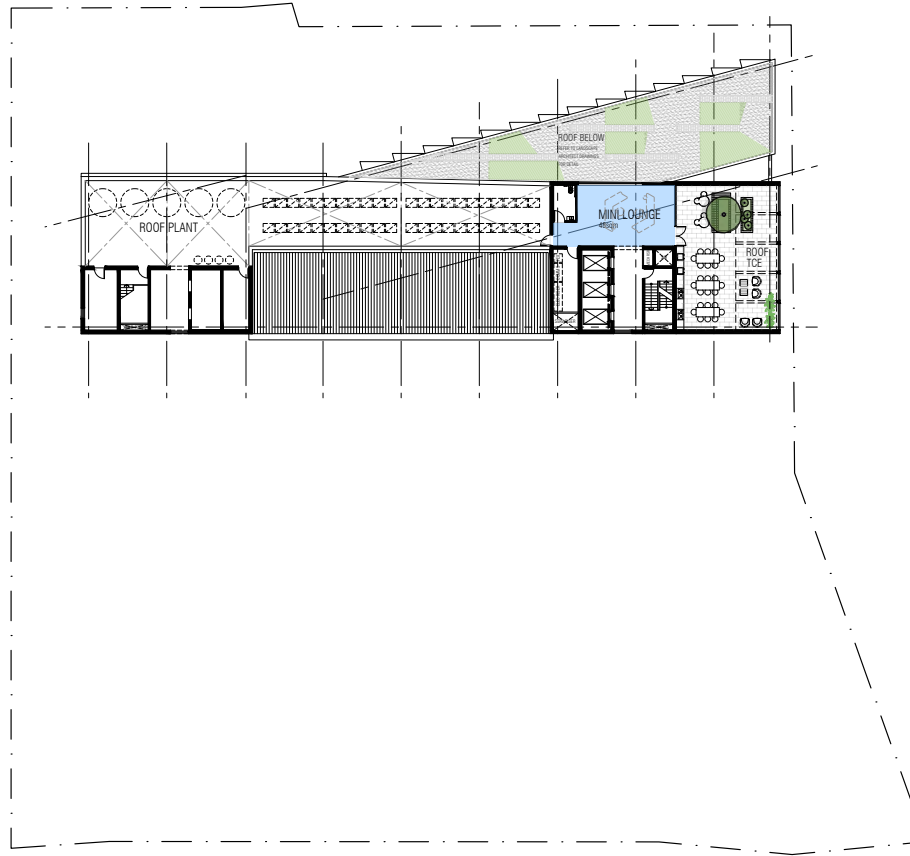
CLIENT	ERBEN
PROJECT	ROE STREET PBSA

PROJECT ADDRESS	LOT 19 ROE STREET PERTH CITY LINK
PROJECT STATUS	DEVELOPMENT APPLICATION

PROJECT NUMBER	24047
SCALE	1:200 @ A1



DRAWING			
FLOOR PLANS AS SHOWN			
DRAWING NO.	DRAFTER	CHECKED	REV.
DA1.13	CD/RL	-	C



ROOF



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ESD:	FULL CIRCLE DESIGN SERVICES
LANDSCAPE:	FLAN E
STRUCTURAL:	STANTEC
TRAFFIC:	URBI
WASTE:	TALIS CONSULTANTS
WIND:	RWDI

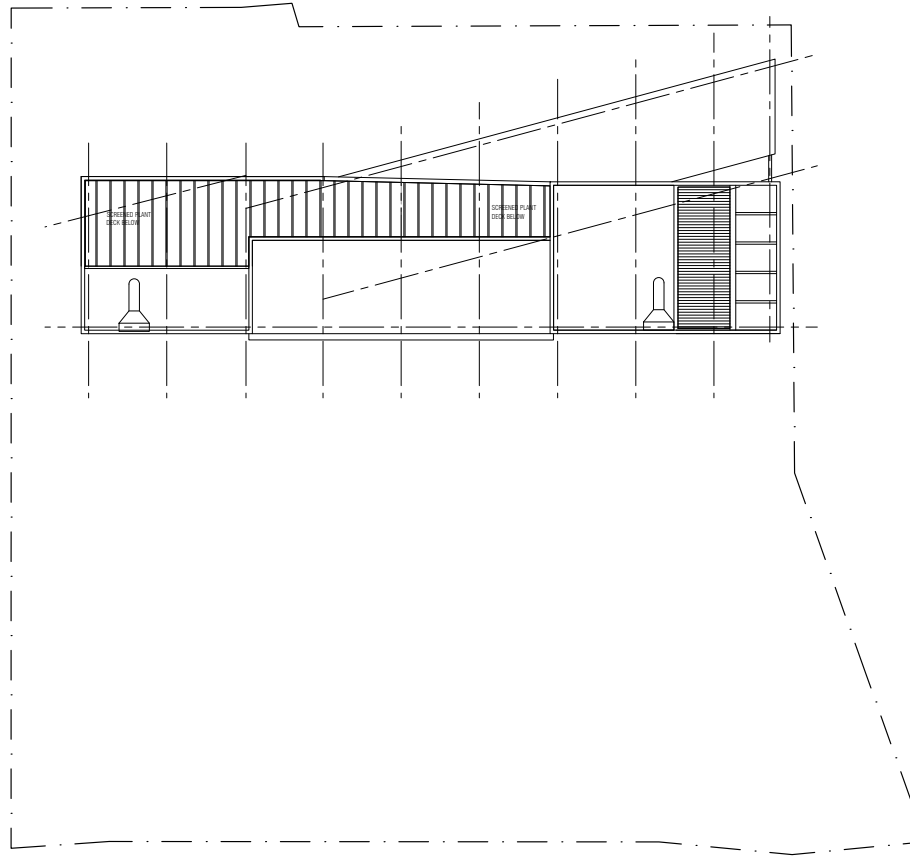
CLIENT	ERBEN
PROJECT	ROE STREET PBSA

PROJECT ADDRESS	LOT 19 ROE STREET PERTH CITY LINK
PROJECT STATUS	DEVELOPMENT APPLICATION

PROJECT NUMBER	24047
SCALE	1:200 @ A1



DRAWING			
FLOOR PLANS AS SHOWN			
DRAWING NO.	DRAFTER	CHECKED	REV.
DA1.14	CD/RL	-	C



ROOF UPPER



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ACOUSTICS:	MARSHALL DAY ACOUSTICS
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TRAFFIC:	URBI
WASTE:	TALIS CONSULTANTS
WIND:	RWDI

CLIENT	ERBEN
PROJECT	ROE STREET PBSA

PROJECT ADDRESS	LOT 19 ROE STREET PERTH CITY LINK
PROJECT STATUS	DEVELOPMENT APPLICATION

PROJECT NUMBER	24047
SCALE	1:200 @ A1



DRAWING	FLOOR PLANS AS SHOWN
DRAWING NO.	DA1.15
DRAFTER	CD/RL
CHECKED	-
REV.	C



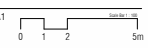
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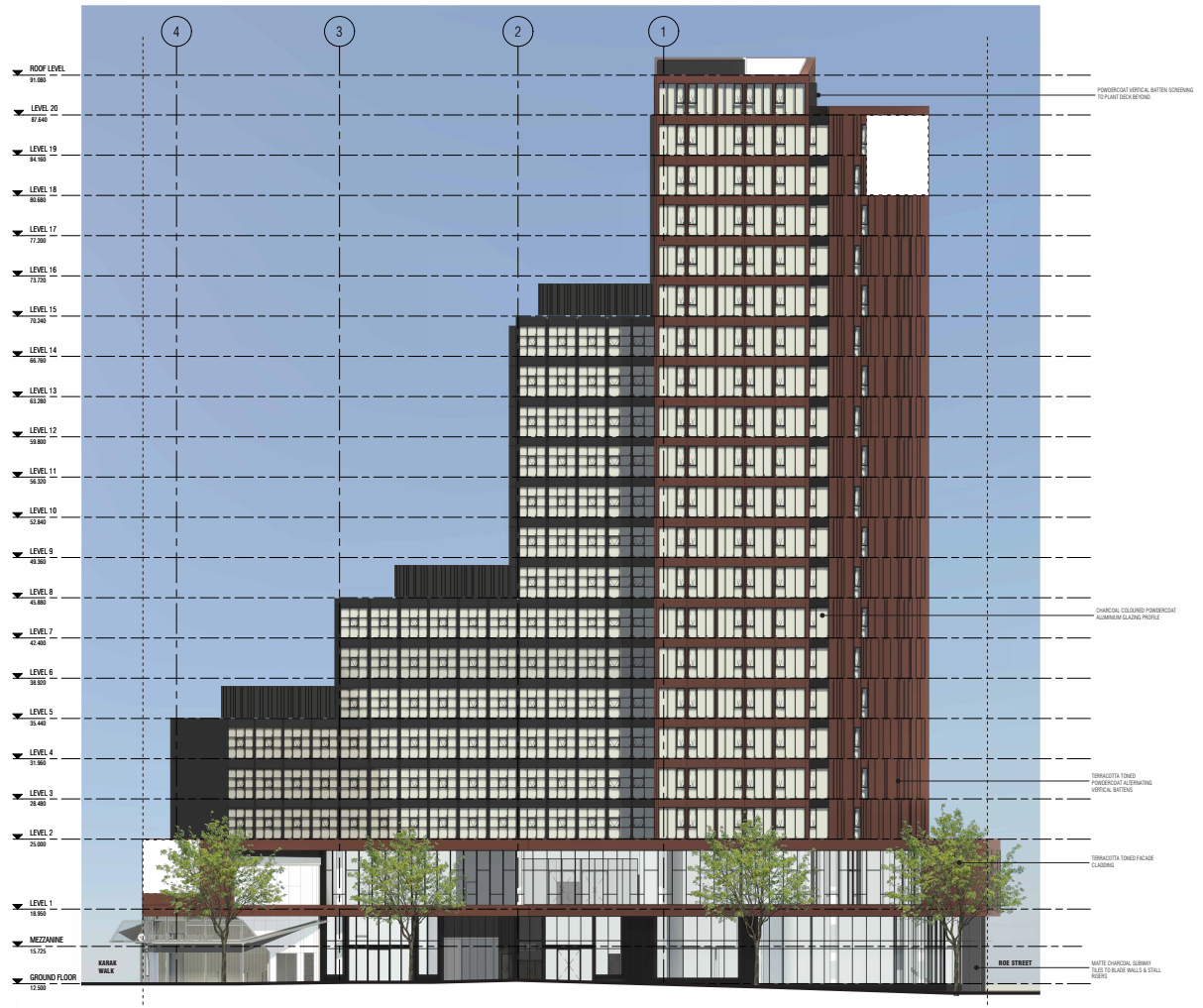
CLIENT
 ERBEN
 PROJECT
 ROE STREET PBSA

PROJECT ADDRESS
 LOT 19, ROE STREET
 PERTH CITY LINK
 PROJECT STATUS
 TOWN PLANNING

PROJECT NUMBER
 24047
 SCALE @ A1
 1 : 200



DRAWING
 NORTH ELEVATION - ROE STREET
 DRAWING NO. DRAFTER CHECKED REV.
 D2.00 RW CD



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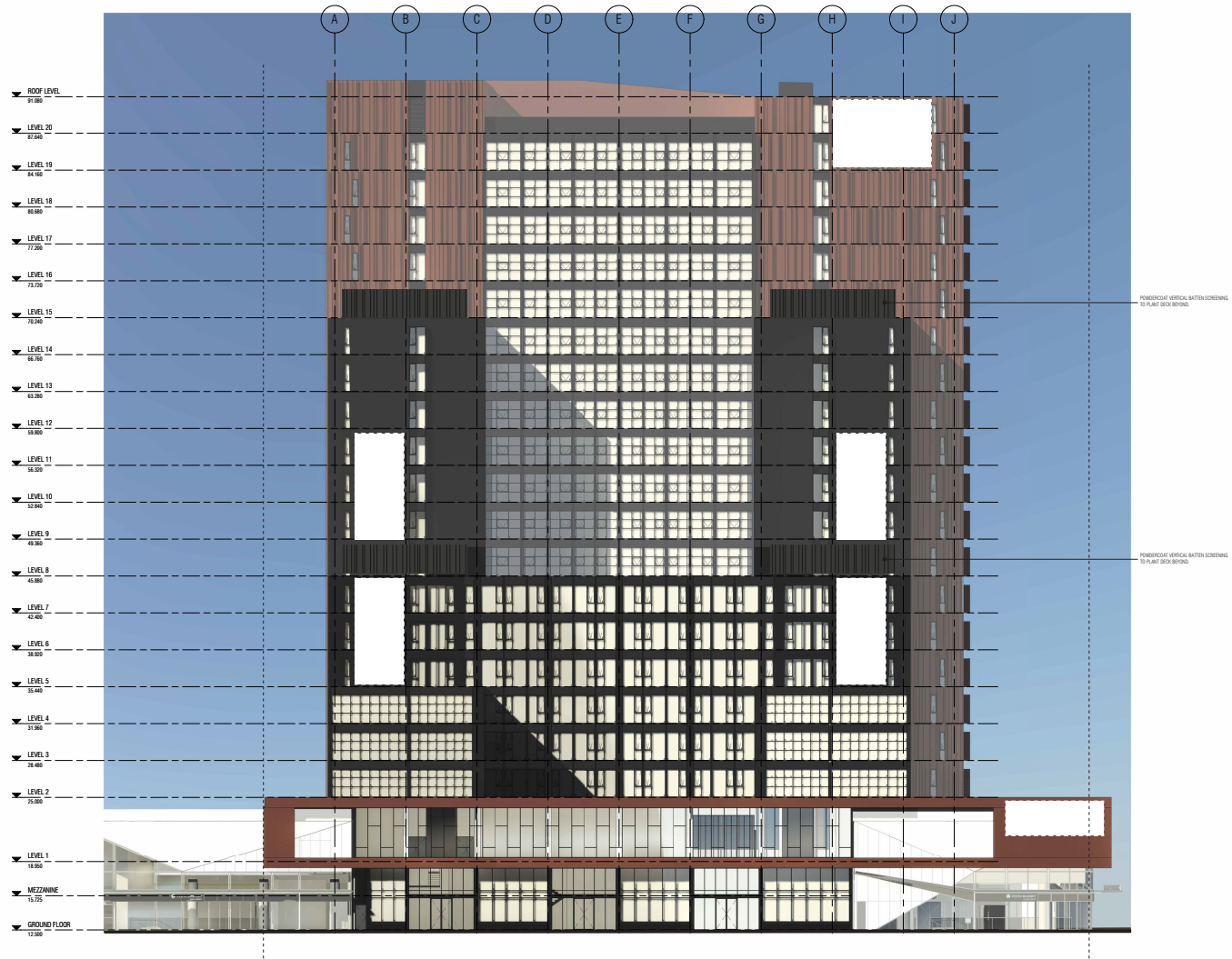
REV.	DATE	AMENDMENT	INITL.
A	02.05.25	DA ISSUE	

CLIENT
 ERBEN
 PROJECT
 ROE STREET PBSA

PROJECT ADDRESS
 LOT 19, ROE STREET
 PERTH CITY LINK
 PROJECT STATUS
 TOWN PLANNING

PROJECT NUMBER
 24047
 SCALE @ A1
 1 : 200

DRAWING
 EAST ELEVATION - QUEEN STREET
 DRAWING NO. D2.01
 DRAFTER RW
 CHECKED CB
 REV.



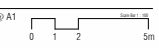
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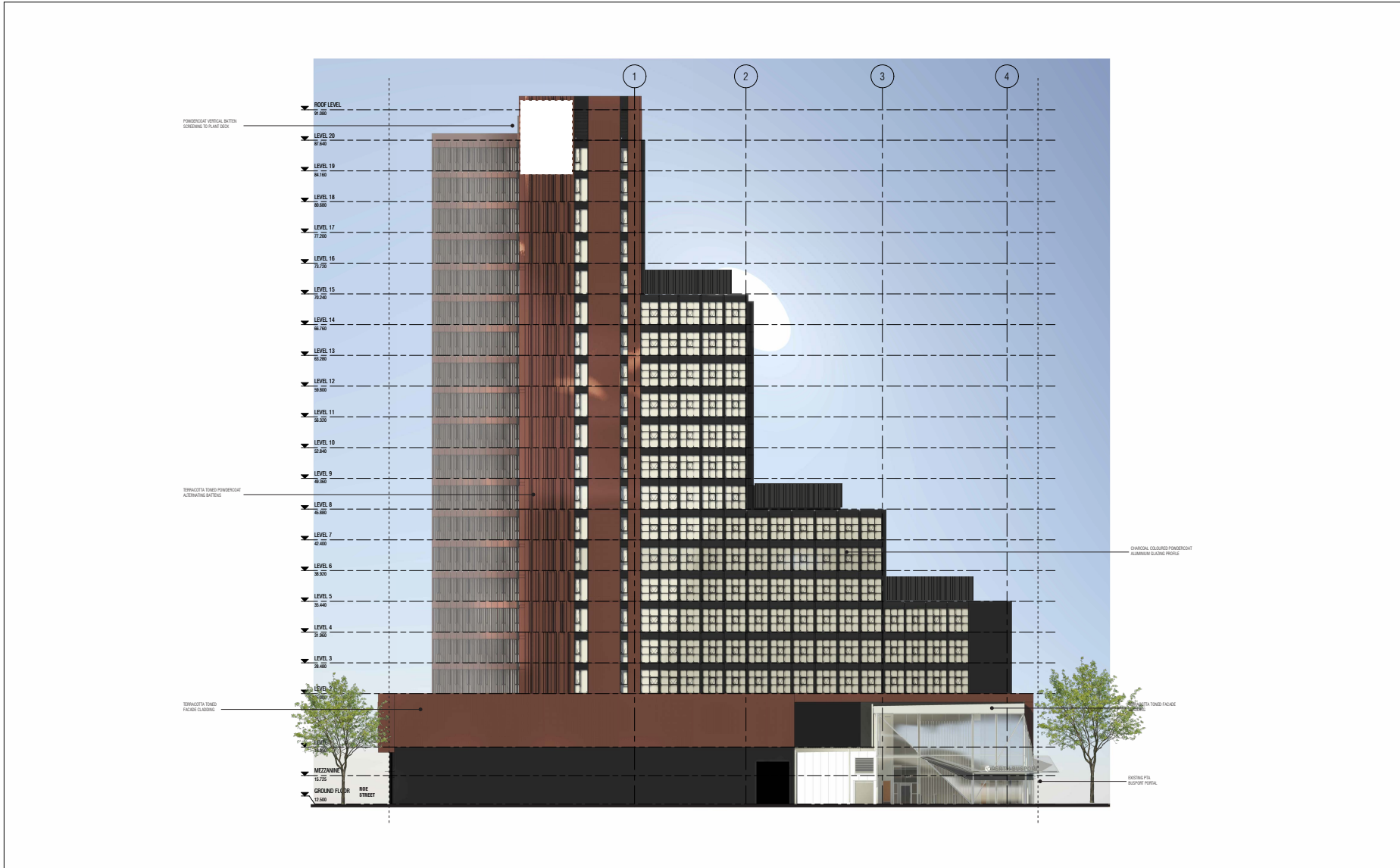
CLIENT
 ERBEN
 PROJECT
 ROE STREET PBSA

PROJECT ADDRESS
 LOT 19, ROE STREET
 PERTH CITY LINK
 PROJECT STATUS
 TOWN PLANNING

PROJECT NUMBER
 24047
 SCALE @ A1
 1 : 200



DRAWING
 SOUTH ELEVATION - KARAK WALK
 DRAWING NO. DRAFTER CHECKED REV.
 D2.02 RW CD



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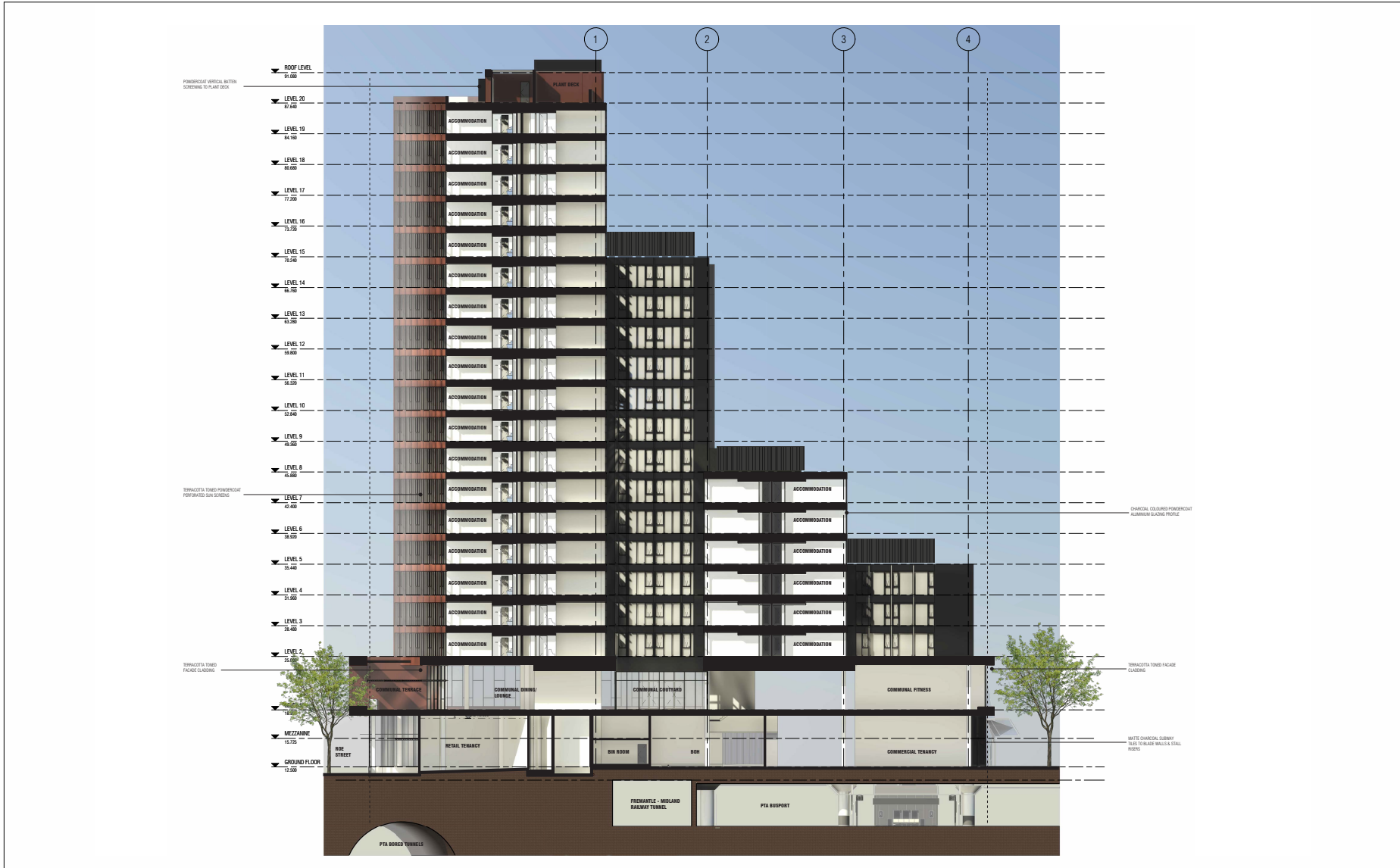
REV.	DATE	AMENDMENT	INITL.
A	02.05.25	DA ISSUE	

CLIENT
 ERBEN
 PROJECT
 ROE STREET PBSA

PROJECT ADDRESS
 LOT 19, ROE STREET
 PERTH CITY LINK
 PROJECT STATUS
 TOWN PLANNING

PROJECT NUMBER
 24047
 SCALE @ A1
 1 : 200

DRAWING
 WEST ELEVATION - LOT 11
 DRAWING NO. D2.03
 DRAFTER RW
 CHECKED CD
 REV.



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 ERBEN
 PROJECT
 ROE STREET PBSA

PROJECT ADDRESS
 LOT 19, ROE STREET
 PERTH CITY LINK
 PROJECT STATUS
 TOWN PLANNING

PROJECT NUMBER
 24047
 SCALE @ A1
 1 : 200

DRAWING
 SECTION A
 DRAWING NO. DRAFTER CHECKED REV.
 D3.00 RW CD



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REV.	DATE	AMENDMENT	INITIALS
A	02.05.25	DA ISSUE	

CLIENT
 ERBEN
 PROJECT
 ROE STREET PBSA

PROJECT ADDRESS
 LOT 19, ROE STREET
 PERTH CITY LINK
 PROJECT STATUS
 TOWN PLANNING

PROJECT NUMBER
 24047
 SCALE @ A1
 1 : 200

DRAWING
 SECTION B
 DRAWING NO. D3.01
 DRAFTER RW
 CHECKED CD
 REV.

Central Perth Land Redevelopment Committee - Development Management

1146 Bed Summary, Lot 19 - Perth City Link																		
	STUDIO SML	STUDIO MED	STUDIO LRG	STUDIO XL QUEEN	STUDIO XXL - QUEEN	ACCESS	TWIN SML	TWIN MED	TWIN LRG	4 BED CLUSTERS	4 BED CLUSTERS LRG	5 BED CLUSTER	5 BED CLUSTER LRG	Total Resi	Amenity Indoor	Amenity External	Commercial	Gross Area
Room area sqm	14	16	17	18	21	28	24	26	30	12.5	13.5	11	13					
G															324		1666	3842
Mez																	46	282
L01														3128	560	200	4200	
L02	9	16	26	2	1	1	4	4	4	8	8	10	10	103			2612	
L03	9	16	26	2	1	1	4	4	4	8	8	10	10	103			2612	
L04	9	16	26	2	1	1	4	4	4	8	8	10	10	103			2612	
L05	11	16	26	2	1	1	4	4	4			10	10	89			2193	
L06	11	16	26	2	1	1	4	4	4			10	10	89			2193	
L07	11	16	26	2	1	1	4	4	4			10	10	89			2193	
L08	9	12	18	2	1	1	4	4	4					55			1328	
L09	9	12	18	2	1	1	4	4	4					55			1328	
L10	9	12	18	2	1	1	4	4	4					55			1328	
L11	9	12	18	2	1	1	4	4	4					55			1328	
L12	9	12	18	2	1	1	4	4	4					55			1328	
L13	9	12	18	2	1	1	4	4	4					55			1328	
L14	9	12	18	2	1	1	4	4	4					55			1328	
L15	1	10	14	2	1	1	4	4						37			970	
L16	1	10	14	2	1	1	4	4						37			970	
L17	1	10	14	2	1	1	4	4						37			970	
L18	1	10	14	2	1	1	4	4						37			970	
L19	1	10	14	2	1	1	4	4						37			970	
Roof														49	108		773	
Total beds	128	230	352	36	18	18	72	72	52	24	24	60	60	1146	3501	668	1912	37658
Beds/Type	764					18	196			168				1146				
Bed Mix	11.2%	20.1%	30.7%	3.1%	1.6%	1.6%	6.3%	6.3%	4.5%	2.1%	2.1%	5.2%	5.2%	100.0%				
	66.7%					1.6%	17.1%			14.7%				100.0%				
Total Apartments	128	230	352	36	18	18	36	36	26	6	6	12	12	916				
Apartments/type	764					18	98			36				916				



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 ESD: FULL CIRCLE DESIGN SERVICES
 LANDSCAPE: FLAN E
 STRUCTURAL: STANTEC
 TRAFFIC: URBI
 WASTE: TALIS CONSULTANTS
 WIND: RWDI

CLIENT: ERBEN
 PROJECT: ROE STREET
 PBSA

PROJECT ADDRESS: LOT 19 ROE STREET
 PERTH CITY LINK
 PROJECT STATUS: DEVELOPMENT APPLICATION

PROJECT NUMBER: 24047
 NORTH
 SCALE

DRAWING: BED SUMMARY
 AS SHOWN
 DRAWING NO. DA0.01
 DRAFTER CD/RL
 CHECKED -
 REV. A










DESIGN REVIEW PANEL ADVICE NOTE

Appendix 3

Review Attendance	
Subject	Second Pre-lodgement Review of 20 Storey Student Accommodation at Lot 19 Perth City Link
Date	Friday 4 February 2025
Time	10am – 12pm
Location	DevelopmentWA Office – Mia Yellagonga Tower 2, Level 7/5 Spring St, Perth
Panel Members	Chris Maher (Chair) Dominic Snellgrove Tony Blackwell
	Hames Sharley Cameron Chisholm Nicol Blackwell & associates
Proponent Team	Chris Dwyer Jimmy Thompson Luke Reinecke Jon Sparks (VC)
	MJA Studio MJA Studio Erben Erben
Observers from DevelopmentWA	Emily Sivich Cheyenne Ellis Matthew Andrews Daniel Iversen Lucas Johns Nicole Hobby Finn Grieco Hazewinkel Gareth Tan
	Head of Planning A/Manager Planning A/Manager Planning Planner Planner Urban Design Manager Graduate Officer Graduate Officer
Declarations	
None	
Briefings	
Design presentation from the project architects, MJA Studio.	
Design Review Report endorsement	
Chair Signature	
	Chris Maher
Executive Summary	
Overall	<p>The Panel thanks the project team for their ongoing engagement with the design review process and their well-considered responses to the DRP1 feedback.</p> <p>The Panel commends the ongoing design evolution and considers that the amendments and refinements to the plans demonstrate a strong commitment to design quality and the end-user experience. The design continues to represent a well-considered and innovative design response that is highly responsive to the site context, despite a constrained and challenging site.</p> <p>The Panel supports the design outcome, subject to the matters within this advice being addressed prior to determination of the future development application.</p> <p>The Panel would welcome a further review of the plans at the detailed design stage, when aspects such as the final colour and material selections and landscaping details are available.</p>

Summary	<p>The presentation to the Panel demonstrated that the development has progressed from a successful master plan to a well-resolved building, including:</p> <ul style="list-style-type: none"> • the use of form to mitigate impacts of the buildings scale; • delivery of an exceptional ground plane outcome; • highly-responsive façade treatments to each street interface; • expertly programmed spaces to support the intended users; and • a distinct, robust and high-quality emerging landscaping plan and colours and materials palette. <p>Acknowledging the strengths of the progressed design as well as the structural loading challenges for the site, the Panel queried whether there was an opportunity to reconsider the configuration of Lift Lobby 1 to support a more generous opening width into the corridor leading to Lift Lobby 2.</p> <p>The Panel highlighted an opportunity to improve internal amenity on Level 1 for future occupants by reconfiguring internal amenity spaces and introducing access to natural ambient light via roof lights sitting within the unutilised roof space that is surrounded by the 4 and 5-bed clusters on Level 2.</p> <p>The Panel also sought points of clarification on wind impacts, waste, passive solar design, solar access and visual privacy that should be addressed in a future submission of the proposal.</p> <p>The Panel consider these opportunities and comments, further detailed in the Design Quality Evaluation, as a pathway to elevate an already highly resolved building, pushing it to an exceptional and aspirational development within the Perth City Link project.</p>
----------------	--

Design Quality Evaluation	
Principle 1: Context and character <i>Good design responds to and enhances the distinctive characteristics of a local area, contributing to a sense of place.</i>	
<ol style="list-style-type: none"> 1. The ground plane and streetscape activation remain exceptional noting the significant constraints of the site including the PTA infrastructure. 2. Cohesive signage and architectural detailing proposed at ground level is noted as contributing to wayfinding and sense of place. 	
Principle 2: Landscape quality <i>Good design recognises that together landscape and buildings operate as an integrated and sustainable system, within a broader ecological context.</i>	
<ol style="list-style-type: none"> 1. The high quality, varied and choreographed landscape design, including on-structure planting and throughout the verge areas, is positive and will contribute to an attractive setting for the building. 2. As the landscaping planting palette develops, consideration is to be given to the choice of vegetation with specific concern given to the Polyphagous Shot-Hole Borer. 3. The hanging planter design should consider potential irrigation and/or drainage failure and the possibility of dripping and wind issues. Details should be provided to confirm how these concerns will be mitigated. 4. The enhancement of greenery in accessible and non-accessible courtyards is applauded, however loading implications are to be considered early in the design process, including drainage requirements and depth of soil. 5. The use of large grain decorative gravel on the non-habitable landscaped terraces is encouraged to mitigate the potential for gravel to be trampled indoors. 	
Principle 3: Built form and scale <i>Good design ensures that the massing and height of development is appropriate to its setting and successfully negotiates between existing built form and the intended future character of the local area.</i>	
<ol style="list-style-type: none"> 1. The Panel members seek additional imagery to visualise the relationship between internal and external spaces of the proposal. 2. While the building has been designed well to mitigate its scale, material and colour selection will be particularly important to ensure the building's massing and scale sits appropriately in the context of the local area and should continue to be an integral part of the design detail process. 	
Principle 4: Functionality and build quality <i>Good design meets the needs of users efficiently and effectively, balancing functional requirements to perform well and deliver optimum benefit over the full life-cycle.</i>	
<ol style="list-style-type: none"> 1. The Panel acknowledges the logical, functional and appropriate location for the single width vehicular crossover from Queen Street, with the capacity to service Lot 11. 2. The Panel notes that the shop front typology materiality reinforces durability of the façade, including the use of curved glass, the use of stall risers, ceramic and face-brick. 3. The ground plane services integrate well with the PTA ventilation structure. The Panel encourage the design outcome of a panelled service door with a minor encroachment into the public realm to fully integrate the 	

<p>infrastructure into the façade design.</p> <ol style="list-style-type: none"> The additional fenestration to the east elevation facilitates cross ventilation for the adjoining room and natural light, view and vista for the corridor. The Panel encourages the project team to explore opportunities to provide additional cross-ventilation and enhanced views for south facing rooms on levels 5-7. The new bin access is considered a good outcome, however consideration should be given to manoeuvrability within the room to ensure ease of use. Further consideration of the impact of wind and solar on the structure is required as design detail progresses, particularly within the central courtyard cavity. The development should ensure a comfortable internal and external environment is maintained for the site and the adjoining public realm. Waste management requirements should be understood and managed noting a likelihood of high intensity waste production. The Panel queried the privacy afforded to the units facing the internal courtyard and recommended that opportunities to enhance privacy to these spaces and rooms be considered. Opportunities to use the roof space of the ground floor commercial tenancy should be explored to enhance the success of these spaces.
<p>Principle 5: Sustainability <i>Good design optimises the sustainability of the built environment, delivering positive, environmental, social and economic outcomes.</i></p> <ol style="list-style-type: none"> Passive solar blades and fins on the northern façade to mitigate solar gain whilst maintaining access to natural light views and vistas are positive, however, further details are requested for each of the different fin orientations and conditions to demonstrate that they are all effective in mitigating solar impacts. The use of bee hives is seen as a positive initiative, however further consideration is recommended from a safety perspective. Regard should also be given to maintenance and management of the hives, being mindful of bee behavioural patterns and potential conflicts with human activity.
<p>Principle 6: Amenity <i>Good design provides successful places that offer a variety of uses and activities while optimising internal and external amenity for occupants, visitors and neighbours, providing environments that are comfortable productive and healthy.</i></p> <ol style="list-style-type: none"> Incidental social spaces introduced at each level to facilitate interactions and a sense of community for each floor is well received and demonstrates the project team's commitment to the end-user experience. The northern portion of the Level 1 floor plan is generous and contributes positively to student amenity, working well with the other internal spaces and courtyard. The access to the internal courtyard from surrounding internal spaces is commended, however, visual permeability of the surrounding glazing should be clarified as well as to the other communal outdoor spaces. Additional imagery is recommended to demonstrate the interaction of the internal and external spaces and should ensure a high level of passive surveillance. The project team is encouraged to explore opportunities to reconfigure parts of the south and east portions of the Level 1 floor plan and to introduce natural light access from the unused roof space on level 2 at the southern edge, for heightened amenity of these spaces.
<p>Principle 7: Legibility <i>Good design results in buildings and places that are legible, with clear connections and easily identifiable elements to help people find their way around.</i></p> <ol style="list-style-type: none"> Legibility and access via the narrow entry door to the secondary lift lobby corridor from the main entry remains an area with room for improvement. The Panel recommend considering options to rearrange the primary lift lobby to enable better legibility and access to the secondary lifts where this can practically be applied with consideration of structural loading restrictions.
<p>Principle 8: Safety <i>Good design optimises safety and security, minimising the risk of personal harm and supporting safe behaviour and use.</i></p> <ol style="list-style-type: none"> The narrow corridor sections to Lift Lobby 2 is identified as a matter for further review. Acknowledging the technical constraints of the site the Panel recommend further analysis into whether this can be mitigated. The location and installation of line safety Anchor points will need to be integrated into the roof design together with consideration of any possible issues regarding the window shade and screening.
<p>Principle 9: Community <i>Good design responds to local community needs as well as the wider social context, providing environments that support a diverse range of people and facilitate social interaction.</i></p> <ol style="list-style-type: none"> Movement and context mapping facilitates a greater understanding of the site and how residents interact with their surroundings. This should be further explored by linking the development to a range of key destinations further away from the subject site. The built-in flexibility of the ground floor tenancies to enable further division into smaller tenancies subject to commercial arrangements is encouraging to support a range of future tenancy options and the likely success of the commercial and retail spaces.
<p>Principle 10: Aesthetics <i>Good design is the product of a skilled, judicious design process that results in attractive and inviting buildings and places that engage the senses.</i></p> <ol style="list-style-type: none"> The Panel consider that the final materials and colours selection will be particularly important to maintain a high-quality design outcome and look forward to seeing the palette progress in design detail. The Panel is supportive of proposed articulation and materiality responses to integrating PTA infrastructure requirements into the development.



DESIGN REVIEW PANEL ADVICE NOTE – ADDENDUM


Subject	Lot 19 Perth City Link, Perth Proposed 21 Storey Student Accommodation Development	
Date	3 June 2025 (via Teams)	
Review Purpose	Review of lodged Development Application and applicant response to Design Review Panel comments	
Panel Members	Chris Maher (Chair) Dominic Snellgrove Tony Blackwell	Hames Sharley Cameron Chisholm Nicol Blackwell & Associates
Final Comments		
<p>Following the DRP Advice Note for the second DRP meeting on 4 April 2025 (the Advice Note), the applicant team lodged a development application for a proposed 21 Storey Student Accommodation development, including amendments to the plans that responded to the Panel's comments, summarised in a DRP Response Report. The key revisions are noted below:</p> <ul style="list-style-type: none"> • Further details of the Level 1 roof space, communal terrace, central courtyard and roof terrace to demonstrate the intended access to occupant amenity; • Design changes to address recommendations from wind consultants including 2m wide awning extending from Level 1, additional awning and landscaping on Level 1 communal terrace, and recess added to the entrance of the café; • Relocation of services, storage facilities and motorcycle bays on the ground floor; • Minor widening of the internal corridor from 1.3m to 1.8mm between the main lobby and the secondary lift lobby; • Additional windows to eastern and southern facades to facilitate cross flow ventilation to selected units; • Skylights added above gym and study rooms; and • Privacy screening added to the central courtyard to improve visual privacy between rooms. <p>Following review of these changes, the Panel continue to note that the project is well resolved despite the structural challenges associated with the site. The Panel also identified areas to be developed through design detail to address the Panel's final observations, including:</p> <ul style="list-style-type: none"> • Further resolution and detailed design of the internal corridor between the main lobby and the secondary lift lobby to ensure sufficient width is provided to be functional, safe and contribute to the arrival experience to the Student Accommodation; • Details of the orientation of the vertical fins on the northern façade to provide effective solar shading; • Final details of the materials palette including a review of selected samples to ensure high-quality and robust finishes that are reflective of the standard established through the development application process; • Final details of the landscaping design, including plant selection, programming, materials palette, greater explanation of the three-dimensional form where applicable, (eg seating, walls, planters, shade structures etc) and what the 'coloured patterns' on the landscape plan actually represent, plus relevant maintenance strategies. Final landscaping design details should also address the Panel's remaining concern about the inclusion of bee hives in a confined landscape setting; and • Implementation of all recommendations of the wind report and continued monitoring and refinement of the wind strategy as design detail develops. 		

The Panel consider that these matters may be addressed at detailed design stage through the application of appropriate conditions.

Resolution

Overall, the Panel considered that the proposal achieves the standards of good design as defined by State Planning Policy 7.0.

Design Review Report Addendum Endorsement

Chair Signature	
	Chris Maher
	Date: 24/06/2025



Summary of Stakeholder Comments

Stakeholder	Comments	Consideration
<p>City of Perth</p>	<ol style="list-style-type: none"> 1. The City supports the following aspects of the proposed development. <ol style="list-style-type: none"> a. The proposed accommodation use aligns with DevelopmentWA’s Central Perth Redevelopment Scheme and would contribute to the dwelling target for the area and support the growth of the Perth City Link Project Area, noting the imminent opening of the adjacent Edith Cowan University campus. b. The proposal aims to deliver purpose built student accommodation, which the City acknowledges has a current deficit in the market. 2. The City raises its concern with the following elements of the proposed development: <ol style="list-style-type: none"> a. The layout and design of the rooms, specifically: <ol style="list-style-type: none"> i. Limited room widths with restricted accessibility/circulation space; ii. Location of bedheads with direct line of sight from the entrance, limiting privacy; iii. Lack of daylight and solar access for the shared living zones within cluster units; b. The lack of future adaptability of the units for conversion to other forms of accommodations. The building including room sizes and layout of the communal areas should allow for flexibility of use, should the intended use not be achieved at some time in the future. 3. The City requests that DevelopmentWA encourages the applicant/proponent to review: 	<ol style="list-style-type: none"> 1. Comments noted. 2. The layout, design and access to natural light for all rooms and cluster units was considered by the design review panel and considered to meet the requirements of good design. <p>It is noted that designing for future adaptability into other housing types would be a positive outcome, however the proposal has been designed as a purpose built student accommodation development having due regard to the specific needs and requirements of students. Given the location of the site directly adjacent to a university and central to Perth’s other tertiary institutions, it unlikely that student accommodation in this location would see a declining need in the future.</p> 3. The design has been supported by the Design Review Panel and it is not recommended that the design be revised. <p>The design is specific to student accommodation, which is recognised as a bespoke housing typology. Furthermore, should there be a need in the future there is opportunity in the design to enable adaptive reuse to another land use such as hotel or co-living.</p>

Stakeholder	Comments	Consideration
	<p>a. the layout and design of the rooms to improve functionality and liveability; and</p> <p>b. the potential for future adaptive reuse of the development, such as conversion to serviced apartments, co-living accommodation, hotel, or similar specialised housing types to address the matters outlined in 2(a) and 2(b) above.</p> <p>Should DevelopmentWA resolve to approve the proposed development, the City recommends any approval be conditioned to comply with standard conditions of approval but specifically include 'without prejudice' conditions relating to:</p> <p>Conditions</p> <ol style="list-style-type: none"> 1. Implementation of a vehicle priority system to ensure safe management of vehicle movements through the one-way access to the development. 2. Submission of a final acoustic report addressing: <ol style="list-style-type: none"> a. identification of all noise sensitive receivers that may be impacted; b. details of the onsite sound level measurements including period of time, measurements location (taken above ground level, varying heights); c. details of soundproofing including glazing, insulation baffling of ventilation ducts, door/window seals, air conditioning systems etc; d. attenuation measures between tenancies e. identification of a suitable location for mechanical installations; f. outward bound noise emissions - sound levels received at surrounding properties from the development; and g. recommendations of specific measures to prevent adverse impacts as a result of the development. 	<ol style="list-style-type: none"> 1. Noted. To be addressed through an advice note connected with the parking management plan. 2. Standard DevelopmentWA condition to be applied requiring a final acoustic report. 3. Standard DevelopmentWA condition to be applied to ensure plant and services are screened. 4. Standard DevelopmentWA condition to be applied requiring a final waste management plan be prepared. 5. Standard DevelopmentWA condition to be applied requiring a final service and delivery plan. 6. Standard DevelopmentWA condition to be applied. It is noted that Karak Walk and Queen Street are being constructed by DevelopmentWA and therefore discussions with the developer will be ongoing to ensure that the entrances appropriately match the public realm in these locations. 7. Supported. All development located outside of the property boundaries are to be included with easements or similar, including external treatments to PTA infrastructure. An advice note is recommended to address this.

Stakeholder	Comments	Consideration
	<p>3. Any proposed external building plant and services being located so as to minimise any visual and noise impact on the adjacent developments and being screened from any location external to the site (including from above), including any such plant or services located within the vehicle entrance of the development.</p> <p>4. Submission of a final waste management plan addressing:</p> <ul style="list-style-type: none"> a. The City does not currently collect FO or FOGO three times per week. FOGO for SUDs is planned for June 2026 and MUDs from 2027 onwards. b. FOGO has been split in Table 2-2 but not in the subsequent tables until the bins numbers are calculated. Ensure that the tables and volumes of waste are consistent throughout. c. Section 4.2 implies that the nature of the tenancies is not currently known. Is this the case? d. Table 4-2 Refuse and FOGO calculations for the number of bins appear to be incorrect. This is then also referred to in other sections (Section 5, Conclusion and Exec Summary) e. Diagram 3 – The swept path indicates that there isn't sufficient clearance to perform the required manoeuvre, particularly the front right on entry and exit. f. What is the maximum travel distance for servicing of the bins? g. Section 5.1 – no provision has been included for bulky wastes. <p>5. A detailed service and delivery plan for the proposed development.</p> <p>6. Floor levels of the pedestrian and vehicle entrances to the building being designed to match the current and future levels of the immediately adjacent footpaths and promenades.</p>	<p>8. External leasing of car bays is controlled under the City of Perth Parking Policy and would require a change of use. As such is it not necessary as a Condition, however is recommended to be included in an Advice Note.</p> <p>9. Standard DevelopmentWA condition to be applied requiring a Construction Management Plan to be provided.</p> <p>10. Standard DevelopmentWA condition to be applied to protect existing street trees in accordance with Australian Standards.</p>

Stakeholder	Comments	Consideration
	<p>7. All development and works shown outside of the lot boundaries, with the exception of awnings, not forming part of the approval and being the subject of separate applications for approval by DevelopmentWA and/or City.</p> <p>8. All tenant car parking bays being for the exclusive use of the tenants or occupants of the development and not being leased or otherwise reserved for use of the tenants or occupants of other buildings or sites.</p> <p>9. Submission of a comprehensive construction management plan for the proposal.</p> <p>10. Existing street trees located in the Roe Street road reserve being retained and protected from damage throughout any demolition and/or construction works with tree protection zones being established and maintained during the demolition and/or construction periods in accordance with the Australian Standard S4970-2009 - Protection of Trees on Development Sites.</p>	
	<p>The City requires any building permit application to be accompanied by written confirmation that the conditions of planning approval and the building permit plans have been cleared to the DWA's satisfaction and including written clearances from the Office of Heritage (where applicable).</p> <p>Preliminary advice incorporating building, health and engineering requirements is also enclosed for the applicant's information and compliance.</p>	<p>Noted.</p> <p>The preliminary advice regarding building, health and engineering requirements will be forwarded to the applicant for their consideration.</p>
Department of Transport	<p>DoT supports the development application subject to relevant conditions and advice notes outlined below under their respective headings. Information supporting and explaining DoT's position and advice as it relates to the application is provided further in our letter for reference.</p>	<p>Noted.</p>

Stakeholder	Comments	Consideration
	<p><u>Perth Parking Policy</u> Under the Perth Parking Management Act 1999, DoT is required to ensure that non-residential parking bays in the Perth Parking Management Area (PPMA) are licensed in accordance with the PPP. Any exception to the PPP requires approval by the Minister for Transport as recommended by DoT (considering matters listed in the Act). Application of the PPP ensures that demand for travel by private car to and from the PPMA, especially at peak times, is adequately controlled and consistent application ensures fairness to property owners and developers across central Perth.</p> <p><i>Tenant Parking</i> DoT, in reviewing the application against the PPP, first considered whether the parking associated with the student accommodation should be included in the tenant parking calculations for the site.</p> <p>Tenant parking under the PPP (Clause 1) includes all available parking on a site for the use of tenants/occupants/owners (and their visitors) of that site in support of their use of that site but excludes parking bays associated with private residential purposes and special purpose bays. Further, the PPP (Clause 11.1) requires that parking for “Special Residential” premises be considered tenant rather than residential parking. Clause 1 defines “Special Residential” as “premises providing short-term temporary or specialised residential accommodation including lodging house, hotel and serviced apartment”.</p> <p>Although in some cases student accommodation might be considered “specialised residential accommodation”, it is DoT’s understanding that the applicant has confirmed the student accommodation proposed is to provide for long-term (rather than short-term) accommodation; and that the student accommodation will be subject to residential tenancy agreements for timeframes</p>	<p>Comments relating to the Perth Parking Policy and other transport matters have informed the recommended conditions and advice notes and will be forwarded to the applicant for their information.</p> <p>In regard to bicycle parking numbers, evidence provided by the applicant demonstrates that 120 bicycle bays is sufficient to address the expected demand within the development.</p> <p>DevelopmentWA officers also toured Yugo Perth, a nearby student accommodation facility, and observed that bicycle parking was mostly empty even at a rate of 1 bay per 13 beds. This was supported by the student accommodation operator who advised that bicycle use is uncommon given the close proximity of daily services and the availability of public transport.</p> <p>The DoT’s position regarding the parking bays associated with the Student Accommodation is accepted.</p>

Stakeholder	Comments	Consideration
	<p>generally of 12-month periods (but of at least 90 days). On this basis, DoT considers the parking associated with the student accommodation to be private residential parking used solely in conjunction with this long-term residential use and not tenant parking as defined under the PPP.</p> <p>To inform this view, DoT has referred to both the Residential Tenancies Act 1987 and the City of Perth's Planning Scheme definition for 'short term accommodation'.</p> <p>DoT calculates the site's maximum tenant parking allowance is 39 tenant parking bays under the PPP. This is based on a lot size of 3941m² and at-grade access from a Category 2 street. DoT does not currently accept the access to be integrated. This is dependent on the future development of Lot 11 and its access arrangements being confirmed. Nonetheless, the five (5) bays proposed are well within the maximum tenant parking allowance and can be licensed by DoT. It is noted whilst one of the five bays is configured for ACROD compatible parking it will not be signed for this exclusive use and will be available for tenant parking.</p> <p><i>Residential and Special Purpose Bays</i> The proposed eight (8) motorcycle bays and one (1) loading bay and its associated turning area, being 'Special purpose bays', would be licensed by DoT on the basis the bays are reserved exclusively for their respective purposes.</p> <p>DoT reiterates our view that because the nine (9) proposed parking bays associated with the student accommodation is parking used solely in conjunction with a long-term residential use, these bays will be recognised as residential bays. DoT has no objections to two of these residential parking bays being used for the parking (and charging) of electric share vehicles provided the vehicles are</p>	

Stakeholder	Comments	Consideration
	<p>for the sole (or predominant) use of residents of the student accommodation.</p> <p><i>Parking Management Plan</i> Clause 13 of the PPP requires a detailed Parking Management Plan to accompany an application for new parking.</p> <p>DoT has reviewed the Parking Management Plan submitted in support of the application and generally accepts the plan effectively outlines how parking provided on site would be managed and what methods are to be used to ensure compliance with the PPP. There are, however, further matters which DoT would like the Plan to address prior to the occupation of the development. This includes addressing how the turning area associated with the loading bay will always be kept clear, loading bay parking time limits, use of the tandem tenant parking bays, and use of the car share bays.</p> <p>To assist with the preparation of parking management plans, DoT's Indicative content guide for Parking Management Plans for major developments is enclosed.</p> <p>The operator of the parking facility is required to maintain and implement the approved Parking Management Plan to the satisfaction of the relevant planning authority, on advice from DoT.</p> <p><u>Other Transport Matters</u></p> <p><i>Bicycle parking and end-of-trip facilities</i> DoT strongly advocates for the provision of bicycle parking at a rate which would cater for at least a 15 per cent mode share for building staff. This recognises that that the active transport infrastructure surrounding the proposed development is likely to continue to improve throughout the life of the development.</p>	

Stakeholder	Comments	Consideration
	<p>Further, DoT recommends lockers be provided at a minimum rate of two lockers per staff bicycle space as demand for lockers can also be driven by people who choose to walk to work or exercise during the working day. Consideration should also be given to including toilets along with the showers and changerooms for users' convenience.</p> <p>DoT also recommends bicycle spaces provided for student residents be increased to a minimum of 305 spaces in line with the Perth City Link Design Guidelines' requirements for bicycle parking facilities to be provided at a minimum of 1 bay for every three units. This again recognises students generally rely on higher levels of active and public transport to get around and will have limited access to car parking.</p> <p>Should providing for this level of bicycle spaces be too difficult to accommodate within the building, DoT suggests a shared bike scheme (which is alluded to by the Applicant) be introduced to compensate for any shortfall and ensure students wishing to ride have access to a bicycle. DoT is aware of similar type developments introducing similar schemes to support active transport trips.</p> <p>DoT also suggests secure bicycle parking provided for students be in an area separated from the secure bicycle parking and end-of-trip facilities provided for staff.</p> <p>Given the increasing popularity of electric bikes, eScooters and other eRideable devices (ERD) consideration should be given to what this may mean for associated storage and charging requirements in the building. Providing a suitable area to store and charge electric bikes, eScooters and ERDs will reduce the risk of batteries being taken into living or workspaces where they pose a greater threat if there is a fire.</p>	

Stakeholder	Comments	Consideration
	<p>Further guidance on bike parking and end-of-trip facilities is available on DoT's website in our document 'Providing Bicycle Parking and End-of-Trip Facilities in Central Perth: A Guiding Framework' (see Transport planning guidelines Department of Transport).</p> <p><i>Travel Plan</i> The Department recommends a Travel Plan be prepared prior to the occupation of the development to facilitate access to and from the site by non-car modes.</p> <p>A Travel Plan could include:</p> <ul style="list-style-type: none"> a. arrangements for access to bike parking and end-of-trip facilities by any staff working in the building. b. arrangements for access to bike parking by the student residents. c. monitoring and maintenance programs of the bike parking and end-of-trip facilities provided (including surveys of bike parking use). d. commitments to procedures and initiatives that encourage, promote and monitor non-car travel to and from the site by staff, visitors and residents (including surveys of bike parking use). e. information packs for site staff, residents and visitors to encourage and support access to/from the site by non-car modes. 	
	<p><u>Conditions</u></p> <ul style="list-style-type: none"> 1. Parking approved to be provided on site: <ul style="list-style-type: none"> a. five (5) tenant (non-residential) parking bays; b. eight (8) motorcycle bays; c. one (1) loading bay; and 	<ul style="list-style-type: none"> 1. Recommended to be included in the Advice Note relating to the final car parking management plan. 2. A Parking Management Plan was provided in support of the application that considers the requirements of the Perth Parking Policy. Standard DevelopmentWA

Stakeholder	Comments	Consideration
	<p>d. nine (9) residential bays associated with the student accommodation.</p> <p>2. Prior to occupation of the development, a Parking Management Plan (PMP) is to be submitted and approved by the relevant authority, on advice from the Department of Transport. The Plan is to outline how parking provided on site will be managed to ensure compliance with the Perth Parking Policy. The approved Plan is to be implemented and always adhered to, to the satisfaction of the relevant authority.</p> <p>3. Provision of a minimum 305 bicycle parking spaces for the student residents in line with the Perth City Link Design Guidelines and these parking spaces being provided in a secure location separate from the staff bicycle parking and end-of-trip facilities.</p> <p>4. A Travel Plan be prepared prior to the occupation of the development to support and encourage access to and from the site by non-car modes.</p>	<p>condition to be applied to ensure a final plan is provided prior to practical completion.</p> <p>3. As outlined in the report, provision of 305 bicycle bays is considered to be an oversupply of bicycle parking having regard to expected demand based on other similar nearby developments.</p> <p>4. Recommendation to prepare a Travel Plan included in the advice note relating to car parking management.</p>
	<p>Advice Notes</p> <p>1. The motorcycle bays and loading bay being 'special purpose bays' would be licensed by DoT on the basis they are clearly marked and reserved exclusively for their respective purposes.</p> <p>2. The parking bays allocated for use by residents of the student accommodation to be clearly signed and marked for this purpose.</p> <p>3. The two residential bays proposed to be used for the parking of electric shared vehicles to be clearly signed and marked for this purpose and be solely (or predominantly) used by residents of the student accommodation.</p>	<p>Recommended Advice Notes relating to car parking to be collated into a single advice note, including recommended advice notes 1, 2, 3, 4, 5 and 10.</p> <p>6. Advice Note recommended to be included in Form 2</p> <p>7. Bicycle Parking and end-of-trip facilities are provide in accordance with the Design Guidelines. Additional advice on the design and provision of bicycle parking and end-of-trip facilities is not considered applicable.</p> <p>8. Bicycle parking numbers for staff is in accordance with the requirement of the Design Guidelines. Lockers are shown on the plans as exceeding the minimum number</p>

Stakeholder	Comments	Consideration
	<p>a. The PMP is to outline the methods for ensuring this, in order to allow these bays to be licensed as non-fee-liable residential bays.</p> <p>4. Maximum parking time limits (for example 15 minutes) to apply to any vehicle parking in the loading bay.</p> <p>5. One tenant (non-residential) parking bay to be designed to be compatible with ACROD requirements.</p> <p>6. The Applicant, in meeting proposed Condition 2, should refer to DoT's Parking Management Plans Indicative Content Guide for guidance on preparation of their Parking Management Plan. DoT requests the following further matters be addressed in the Parking Management Plan prior to the occupation of the development:</p> <ul style="list-style-type: none"> a. how the turning area associated with the loading bay will always be kept clear; b. loading bay parking time limits and compliance with time limits; c. use of the tandem tenant parking bays; and d. use of residential bays (including proposed bays for car share). <p>7. The Applicant should refer to DoT's 'Providing Bicycle Parking and End-of-Trip Facilities in Central Perth: A Guiding Framework' (available on DoT's website) to support the planning and provision of the bike spaces and end-of-trip facilities in the building.</p> <p>8. DoT recommends an appropriate bicycle parking provision for staff at a rate which would cater for at least a 15 per cent mode share and that lockers be provided at a minimum rate of two lockers per staff bicycle space (or at the very least, the</p>	<p>required under the Design Guidelines. Advice Note not recommended to be included.</p> <p>9. Toilets are provided in accordance with the building regulations.</p>

Stakeholder	Comments	Consideration
	<p>applicant should provide the number of lockers required under the Perth City Link Design Guidelines).</p> <p>9. DoT recommends toilets are also included in the end-of-trip facilities for staff.</p> <p>10. DoT recommends consideration be given to providing a suitable area to store and charge electric bikes, eScooters and ERDs to reduce risk of batteries being taken into living or workspaces where they pose a greater threat in the case of fire.</p>	
Main Roads	<p>In response to correspondence received on 19 May 2025, please be advised that Main Roads has no objections to the above proposal.</p>	Noted.
Public Transport Authority (PTA)	<p>Public Transport Authority (PTA) has no objection to the proposal subject to conditions and advice forming part of any determination</p> <p>Conditions</p> <ol style="list-style-type: none"> 1. Prior to the application for a Building Permit, the Perth City Link PBSA Acoustic DA Report, Revision Rp 001 20250110, date 1 May 2025 prepared by Marshall Day is to be amended to address the following and thereafter implemented in full. <ol style="list-style-type: none"> a. Justification as to why State Planning Policy 5.4- Road and Rail Noise (SPP 5.4) is not applicable to the development 2. Prior to the application of Occupancy, a notification is to be placed on the certificate of title of the proposed lot(s) advising of the existence of a hazard or other factor. Notice of this notification is to be included on the diagram or plan of survey (deposited plan). The notification is to state as follows: <p><i>'This lot is situated in the vicinity of a railway corridor, and is currently affected, or may in the future, be affected by noise and vibration from train operations and railway maintenance</i></p> 	<p>Noted.</p> <ol style="list-style-type: none"> 1. State Planning Policy 5.4 does not apply to the development given the rail line within proximity to the development is underground. Notwithstanding, the Acoustic Report effectively considers the impacts from surrounding noise sources identified through on-site testing, which includes rail noise. The standard DevelopmentWA condition is to be applied to ensure that an updated Acoustic Report is provided on site access is provided, and that all recommendations from the report are implemented into the design. 2. Condition not required as the title already has a notification advising of potential impacts of noise and no subdivision is proposed as part of the development application. 3. Standard DevelopmentWA condition requiring a Construction Management Plan to be provided. It is noted that the applicant is in continuing discussion with

Stakeholder	Comments	Consideration
	<p><i>activities. Additional planning and building requirements may apply to development on this land to achieve an acceptable level of noise and/or vibration reduction. To be notified of out of hours maintenance work, visit www.pta.wa.gov.au/nightwork.</i></p> <p>3. Prior to the application for a Building Permit, a Construction Management Plan (CMP) must be submitted and approved by the Public Transport Authority (PTA) and thereafter implemented at all times throughout the development. All expenses associated with the implementation of the CMP, shall be fully borne by the applicant/owner.</p> <ul style="list-style-type: none"> a. The inclusion of an annotation stating “The PTA and Transperth require a minimum notice period of 10 business days prior to any proposed road closure and will be contacted by emailing transperth.servicedisruptions@pta.wa.gov.au” b. Parking arrangements for contractors and sub-contractors c. Access arrangements. d. Any proposed storage of materials and equipment off-site e. Waste and material disposal <p>4. Prior to the issue of a Building Permit, the applicant/owner must obtain approval from the Public Transport Authority (PTA) for all works in and around the Operating Railway Corridor in accordance with the Public Transport Authority’s Procedure 8810-450-003 – Working in and Around the PTA Rail Corridor, Assets and Infrastructure, to the satisfaction of the PTA and implemented in full. The documents/reports are to be prepared by a suitably qualified professional and include the following (but limited to):</p> <ul style="list-style-type: none"> a. considerations for piled foundations, dewatering, and permanent structural loading. 	<p>PTA to ensure that construction activities do not impact on the functionality of public transport or access to PTA facilities.</p> <p>4. Recommended to be included as an Advice Note. A condition of planning cannot reasonably require approval from a third party.</p> <p>5. Recommended to be included as a Condition of approval.</p>

Stakeholder	Comments	Consideration
	<p>5. Prior to the application for a Building Permit, an electrical design report prepared by a suitably qualified professional must be submitted to the Public Transport Authority for approval and thereafter implemented in full. The electrical design report is to include/demonstrate (but not limited to) the following:</p> <ol style="list-style-type: none"> a. demonstrating how the development will address electromagnetic field (EMF) shielding and electrical separation in accordance with Public Transport Authority standards. 	
	<p><u>Advice Notes</u></p> <ol style="list-style-type: none"> 1. With regards to Condition 1, the acoustic report sets out that “MDA have reviewed the SPP 5.4 triggers on the PlanWA website and found that the site does not fall within the trigger distance for SPP 5.4.” The PTA does not consider this to be adequate justification as to why State Planning Policy 5.4 – Road and Rail Noise (SPP 5.4) does not apply to the development particularly given the development lies on top of a rail reserve, which according to Table 1 (Transport corridor classification and trigger distances) of SPP5.4 Road and Rail Noise, would trigger the policy. 2. With regards to Condition 2, this ensures that any future tenants/owners within the development are aware of the potential for noise and vibrations now and into the future - with the continued expansion of the public transport network as the city grows, including the frequency of train and bus services may also result in additional transport related noise and vibrations. 3. With regards to Condition 3, careful planning and coordination is needed during construction to minimise further impacts on 	<ol style="list-style-type: none"> 1. Advice noted, however SPP5.4 does not apply to this site in accordance with policy. Additional justification is not required. 2. Comment noted. Standard DevelopmentWA advice note recommended. 3. DevelopmentWA, the applicant and ECU have been in ongoing discussions with PTA and aim to ensure that access to the Queen Street portal remains open during construction, where practicable. 4. Noted and recommended to be included as an Advice Note. 5. Recommended to be included as an Advice Note. 6. Comments recommended to be included as Advice Notes.

Stakeholder	Comments	Consideration
	<p>the Queen Street portal, which has already been closed for an extended period due to the Edith Cowan University (ECU) project. Preserving access and reducing disruption in this area is critical to improving connectivity to Perth Bus Port, especially as demand and pedestrian activity in the area increases with the opening of ECU.</p> <p>4. With regards to Condition 4, the site is within 50 metres of the PTA Railway Reserve and therefore lies within the PTA Protection Zone. To manage safety, operational continuity, and risk to critical infrastructure, works within this zone require PTA assessment and approval under the established WIAA procedure. Furthermore, works near underground rail infrastructure pose risks including ground movement, water ingress, and excessive structural loading. Addressing these matters during design and providing a supporting structural report ensures the safety, integrity, and long-term viability of existing and future Public Transport Authority assets. The applicant/owner is required to submit an application to undertake works within the PTA Protection Zone prior to any works commencing. Information about the procedure and required documentation can be found in the PTA's Procedure 8810-450-003 – Working In and Around the PTA Rail Corridor, Assets and Infrastructure. The application must be submitted a minimum of six months prior to the commencement of development.</p> <p>5. With regards to Condition 5, PTA infrastructure includes systems that may produce EMF interference and stray electrical currents. An electrical design report ensures that the design appropriately manages these risks from the outset, maintaining the operational integrity and safety of PTA assets.</p>	

Stakeholder	Comments	Consideration
	<p>6. With regards to Condition 4 [and advice note (c)] and Condition 5 [and advice note (d)] it is advised that:</p> <ul style="list-style-type: none"> a. all reports (structural and electrical) should be prepared and signed off by suitably qualified and experienced professionals, with reference to relevant Australian Standards and PTA specifications. b. The applicant/owner is responsible for ensuring that all construction activities are staged and managed in a way that does not impact PTA operations. Construction methodology, sequencing, and temporary works (e.g., ground anchors or shoring systems) may require separate review and acceptance by the PTA. c. Any new structures or façade treatments must not obstruct or limit safe and ongoing access for PTA maintenance, inspections, or emergency response. It is the applicant's responsibility to confirm access provisions with the PTA during detailed design. d. If works are proposed near PTA high-voltage electrical infrastructure or overhead lines, appropriate isolation, earthing, and safety procedures must be developed in consultation with PTA and other relevant authorities. e. Submit applications and supporting documentation to: PTAThirdPartyAccess@pta.wa.gov.au f. Overall, the PTA is supportive of mixed-use developments such as this, particularly as it aligns with the Perth City Link Guidelines by limiting the provision of car bays. This approach is appropriate given the development's strategic location adjacent to the Queen Street portal of the Perth Busport and within short walking distance of both Perth Station and Perth Underground providing high quality public transport access. 	
Perth Airport	<u>Airspace and windshear assessment</u>	Comments noted. Relevant conditions and advice notes are recommended to be included on the approval.

Stakeholder	Comments	Consideration
	<p>Perth Airport has assessed the proposal against the Perth Airport airspace protected under the Airports (Protection of Airspace) Regulations 1996 (C'th). The provided plans indicate that the proposed development will not exceed 95m AHD (based on a finished ground floor level of 12.5m AHD and building elevation up to 91.08m AGL). At this elevation the proposed development will not infringe Perth Airport's current of future airspace or windshear surfaces. This elevation of 95m AHD includes a small allowance for ancillary structures such as antennae, mechanical plant or access ladders located on the roof. This is on the basis that Perth Airport considers the maximum elevation of the structure to be the absolute highest point (top of monopole, antennae, facade etc.) and not just the highest point of the roof.</p> <p>Additionally, cranes used in the construction are a height consideration. Cranes are generally assessed separately, closer to construction, when accurate information regarding crane operating heights and locations are available. Information regarding the Perth Airport crane assessment and permit process is available at perthairport.com.au. Alternatively, Perth Airport would encourage the City and/or the proponent to contact the airport's airspace line.</p> <p>Based on the provided plans, the development poses no impacts to assessed airspace criteria. Perth Airport therefore neither supports nor objects the proposal. Should the authority resolve to approve the proposal, Perth Airport recommends the following conditions and advice notes:</p> <p>Conditions</p> <ol style="list-style-type: none"> 1. The development, including any ancillary structures such as roof-based plant or antennae, shall not exceed a maximum elevation of 95m AHD. 2. The applicant or responsible contractor shall lodge an online application to Perth Airport's Protected Airspace Assessment 	<p>1. Recommended to be included as a Condition.</p> <p>2. Recommended to be included as a Condition.</p>

Stakeholder	Comments	Consideration
	<p>Tool (PAAT) prior to the erection of a crane on the subject site during construction of the subject site in accordance with their obligations under the Airports (Protection of Airspace) Regulations 1996 (C'th).</p> <p>Advice Notes</p> <p>1. In relation to Condition 2, applications are to be made online at https://portal.perthairport.com.au/. Queries can be directed to Perth Airport's airspace line or inbox at 6278 8122 or airspace@perthairport.com.au.</p>	<p>1. Recommended to be included as an Advice Note to Condition 2 above.</p>
Water Corporation	<p>The development site can be serviced with water and sewerage.</p> <p>The site is located in an area that is subject to drainage constraints regarding the interaction of the City's local drainage infrastructure with the Water Corporation's underground piped main drain that traverses the area (Wellington St Branch Drain system).</p> <p>The building site is required to incorporate a minimum of 185m² onsite drainage storage per hectare, which may need to be increased depending on the final design to ensure 1% AEP flows are managed. The maximum permissible drainage discharge from the site is 120 L/s per hectare. The proponent should be required to submit drainage storage tank details and pump rate as well as cut in/out settings to Water Corporation for compliance and approval.</p> <p>It is recommended that the drainage requirements should be addressed as part of the planning approval and prior to building licence stage to ensure any subsequent modifications to the building layout and design are well understood and are addressed before building stage.</p>	<p>Comments noted.</p> <p>Standard Condition and Advice Note recommended to address stormwater management prior to lodgement of a building permit.</p>
Edith Cowan University (ECU)	<p>Thank you for the opportunity to review and comment on the above-mentioned development.</p>	<p>1. It is expected that noise generation from ECU will be within the limits prescribed under the Regulations and therefore will not impact on the amenity of the proposed student accommodation.</p>

Stakeholder	Comments	Consideration
	<p>Overall, we consider the proposed development will make a positive contribution to both the ECU City Campus and the broader Perth City Link precinct. However, based on our review of the submitted materials, we provide the following comments to DevelopmentWA for consideration:</p> <p>1. <u>Acoustic Report</u> The Acoustic Report submitted with the Development Application considers potential future noise sources including increased traffic, the proposed Northbridge precinct, and outdoor events. However, it does not address the future performing arts operations of the ECU City Campus, including the Western Australian Academy of Performing Arts (WAAPA).</p> <p>Key concerns include:</p> <ul style="list-style-type: none"> • The report limits its assessment of the ECU City Campus to night-time periods only. • Music and performance-related noise will be a common and integral feature of campus operations. <p>We recommend the following:</p> <ul style="list-style-type: none"> • The acoustic assessment period (as set out in Table 5 of the report) be expanded to include all hours, not just night-time activities. • A Noise Management Plan be included as a condition of approval. This plan should require communication with ECU during the construction phase to mitigate potential noise impacts on learning and performance activities. <p>2. <u>Bicycle Parking</u> The proposed provision of bicycle parking appears to fall short of the recommended ratio of 1 bay per 3 units, which is considered appropriate for student accommodation. Given the limited storage space within units and the likelihood that students will rely on</p>	<p>Standard DevelopmentWA condition is recommended to be applied requiring a final noise management plan be prepared, addressing the matters raised by ECU, and any recommendations be included the final design prior to practical completion.</p> <p>There is also an existing Section 70A Notification currently on the title that identifies that the land is in an inner city environment that includes a diverse range of light, dour and noise generating uses in the surrounding area.</p> <ol style="list-style-type: none"> 2. As outlined in the report, bicycle parking is considered to be sufficient given the location and insights gathered from similar nearby developments. 3. Standard DevelopmentWA condition to be applied requiring a CPTED report be prepared. It is noted that CPTED principles have been considered in the design of the development and through the Design Review process. 4. Standard DevelopmentWA condition to be applied requiring an updated waste management plan that will be informed by advice from the City of Perth.

Stakeholder	Comments	Consideration
	<p>bicycles or scooters rather than cars, adequate bicycle parking is essential. Inadequate provision may result in:</p> <ul style="list-style-type: none"> • Bicycles being stored in the public realm, creating visual clutter and obstruction; and • Students attempting to use ECU's bicycle storage for long-term personal use, which is not the intended purpose of that facility. <p>We request that Development WA consider increasing the provision of secure and accessible bicycle storage bays to meet or exceed the 1:3 ratio.</p> <p>3. <u>CPTED Statement (Crime Prevention Through Environmental Design)</u> Crime prevention and security have been key considerations in the design of the ECU City Campus. To support the safety of students moving between the campus and the proposed development, we recommend that a CPTED statement be required as a condition of development approval.</p> <p>4. <u>Waste Management Plan</u> The Waste Management Plan relies on waste generation rates aligned with hotel/motel operations. This is not a suitable comparison for long-stay student accommodation, where occupants are likely to generate more domestic-type waste, particularly with in-unit kitchens provided.</p> <p>Recommendation: Revise the waste generation estimates based on residential waste generation benchmarks more appropriate to student accommodation.</p>	
Department of Water and Environmenta	As per the requirements under section 58(6)(b) of the Contaminated Sites Act 2003 (CS Act), advice is required as to the suitability of the land for the proposed development. The	Noted.

Stakeholder	Comments	Consideration
<p>I Regulation (DWER)</p>	<p>department understands that the proposed development comprises a 21-storey mixed use development with the upper floors being used for student accommodation, retail and a restaurant/café on the ground floor and associated ground floor parking bays. The site was historically used for railway operations since 1900.</p> <p>Land at Lot 19 on Deposited Plan 406063 (the site) was classified under the CS Act as remediated for restricted use on 13 May 2021 and a memorial (reference number O756502 ML) was placed on the certificate of title.</p> <p>The first classification of the wider lot, historically known as Lot 1193, was based on limited soil investigations conducted in 2003 and 2004 which detected elevated concentrations of hydrocarbons and metals in soil and groundwater. An extensive number of contaminated site investigations, and acid sulfate soil and groundwater investigations, were subsequently undertaken within the Perth City Link development area between 2010 and 2019.</p> <p>Lot 19 intersects lots formerly known as Lot 9014 and Lot 200 and the classification of Lot 19 in 2021 was based on soil and groundwater investigations carried out across these areas.</p> <p>Although soil sampling locations are limited, a significant volume of soil was removed across the footprint of Perth City Link development for underground transport infrastructure between 2011 and 2014. Contaminated soil has likely been removed during site works, however, there remains a potential that contaminated soil may remain beneath the site. Additionally, as part of Perth City Link development, the site ground level was built up between approximately 2 and 3 metres from its original height and overlies a portion of the underground bus and rail infrastructure.</p> <p>Groundwater investigations across the broader Perth City Link development found nutrients (such as chloride, sulfate, ammonia)</p>	

Stakeholder	Comments	Consideration
	<p>and metals (such as iron and aluminium) present in groundwater beneath the site. As the site is located above bus and rail infrastructure it is unlikely that groundwater will be abstracted. Therefore, it is unlikely groundwater poses a significant risk to human health.</p> <p>The site, and surrounding land, was the subject of a Mandatory Auditor's Report (MAR) dated May 2021. The MAR concluded that the substances present within the MAR investigation boundary do not pose an unacceptable risk to human health, the environment or any environmental value under a commercial / industrial land use with no basements.</p> <p>Based on available information, the site is considered to be suitable for the proposed mixed-use development which is understood not to include residential or other sensitive uses on the ground floor. Therefore, the department has no objection to the proposed development of the site and recommends that the approval should not include a contamination condition.</p> <p>Acid sulfate soil risk mapping indicates that the eastern portion of the site lies within an area identified as having a high to moderate risk of acid sulfate soils occurring within three metres of the natural soil surface.</p>	
	<p>Advice Notes</p> <p>1. An Ongoing Site Management Plan is to be developed in accordance with the department's contaminated sites guidelines to inform intrusive works associated with ongoing development and management of the site. The plan should include the management of unexpected finds, waste management and dust suppression. Other than for analytical testing or temporary dewatering for development, the abstraction of groundwater for beneficial use (such as irrigation) is restricted.</p>	<p>Both comments are recommended to be included in an advice note.</p>

Stakeholder	Comments	Consideration
	<p>2. Acid sulfate soils (ASS) risk mapping indicates that the eastern portion of the site is located within an area identified as representing a high to moderate risk of ASS occurring within 3 metres of the natural soil surface. Please refer to Department of Water and Environmental Regulation's acid sulfate soil guidelines for information to assist with the management of ground and/or groundwater disturbing works. https://www.der.wa.gov.au/your-environment/acid-sulfate-soils/69-acidsulfatesoils-guidelines. Dewatering works, if required, should be carried out in accordance with the report titled 'Acid Sulfate Soils Dewatering Management Plan, DevelopmentWA, Perth City Link - Stage 5, Roe Street, Perth Western Australia' (Greencap, November 2020).</p>	
ATCO Gas	No response	N/A



Summary of Public Comments

Table 1 – Public Submissions

No.	Address	Comment	Consideration
1.	Murray St, Perth	<p>I am writing in strong support of the Development Application - Lot 19 Perth City Link - Proposed 21-Storey Specific Purpose Housing (Student Accommodation), Shop and Restaurant/Cafe development application. The development has exceptional design excellence, really complementing the area and surrounding architecture. It also utilises the lot very well considering the constraints.</p> <p>The development brings much needed student accommodation to the CBD in the perfect location, right near the new ECU university as well as bringing shop and restaurant/cafe to the area making the building a truly public asset.</p> <p>The development will also help activate the city by substantially increasing amount of people living in the CBD and activating what is quite a quiet part of the city.</p> <p>I strongly encourage this much needed development be approved.</p>	Support for the development proposal is noted.
2.	Deakin St, Collie	<p>My concern with a building which able to house over 1146 people/students is that there is only allowance for 14 car bays I understand a lot of students will not have cars and there is easy access to public transport BUT All student housing has parking issues (not enough). Students from the country they will have a car so they can return home to family. Some People/students living there will be using ride share/taxis to go to places not easy access be public transport. Peak times of students requiring ride share or pickup by friends coming and</p>	Provision of parking within the development is considered to be sufficient having regards to the proposed future residents, the location of the site and the availability of alternative transport methods. Furthermore, the limited parking supply and share car scheme meets the objectives of the Design Guidelines which seek to encourage the use of alternative transport methods and reduce the use of

No.	Address	Comment	Consideration
		<p>going from the building with 14 parking bays will be a nightmare.</p> <p>Students moving personal items/ furniture in and out of the building when parking is required for a short period of time; where will they park? Overseas and interstate students will hire cars from time to time where will they park? Deliveries and maintenance work (sometimes requiring hours or days). Parking, where will they park?</p> <p>A building of this size should have at least 500 bays if not 1000. The responsibility of the developer is to cater for the tenants of the building and cars, and parking is part of that, not push them into surrounding overcrowded carparks and streets</p> <p>Plan for the future. This building is needed and will be good but think of the parking.</p>	<p>private vehicles within Perth, whilst still allowing opportunities for private car ownership and to access a vehicle for occasional trips.</p>
3.	Wellington St, Perth	<p>[redacted] is extremely supportive of this student accommodation development, noting its prime position next to the new ECU City Campus and its mix of high-quality accommodation options that will offer choice to students looking to live in Perth CBD as part of the study experience. [redacted] is the peak body for international education in WA; student accommodation operators are invited to become members and all international students can access our services - ensuring positive outcomes for both operators and their students/customers.</p>	<p>Support for the development proposal is noted.</p>

Appendix 6

Recommended Conditions and Advice

CONDITIONS:

1. The development is to be undertaken in accordance with the approved plans and documents attached to this approval, details of which are to be provided at planning condition clearance (working drawings) stage, to the satisfaction of DevelopmentWA, prior to commencement of construction. The approved plans and documents of development are listed as follows:

Plan / Document Name	Ref.	Ver.	Date Received
Plans			
Cover	DA0.01	B	6 May 2025
Location Plan	DA0.02	B	6 May 2025
Site Survey	DA0.03	B	6 May 2025
Ground Floor	DA1.01	D	18 July 2025
Mezzanine	DA1.02	C	6 May 2025
Level 1	DA1.03	D	18 July 2025
Level 2	DA1.04	C	6 May 2025
Level 3-4	DA1.05	C	6 May 2025
Level 5	DA1.06	C	6 May 2025
Level 6-7	DA1.07	C	6 May 2025
Level 8	DA1.08	C	6 May 2025
Level 9	DA1.09	C	6 May 2025
Level 10-14	DA1.10	C	6 May 2025
Level 15	DA1.11	C	6 May 2025
Level 16	DA1.12	C	6 May 2025
Level 17-19	DA1.13	C	6 May 2025
Roof	DA1.14	C	6 May 2025
Roof Upper	DA1.15	C	6 May 2025
North Elevation	D2.00	-	6 May 2025
East Elevation	D2.01	-	6 May 2025
South Elevation	D2.02	-	6 May 2025
West Elevation	D2.03	-	6 May 2025
Section A	D3.00	-	6 May 2025
Section B	D3.01	-	6 May 2025
Perspective: Roe Street South	-	-	6 May 2025
Perspective: Roe Street South-West	-	-	6 May 2025
Perspective: Queen Street West	-	-	6 May 2025
Documents			
Acoustic Report	-	-	6 May 2025
Sustainability Strategy	-	A	6 May 2025
Landscaping Concept Plans	-	C	6 May 2025
Parking Management Plan	-	-	6 May 2025
Service and Delivery Access Plan	-	-	6 May 2025
Transport Impact Statement	-	-	6 May 2025

Waste Management Plan	-	1.0	6 May 2025
Pedestrian Wind Assessment	-	B	6 May 2025

2. Elevations and specifications detailing high quality and durable façade materials, finishes and colours for the development, including “colour swatches” or material samples, are to be provided prior to planning condition clearance (working drawings) stage to the satisfaction of DevelopmentWA in consultation with its appointed Design Review Panel (Refer to Advice Note b)
3. A final Environmental Sustainability Design (ESD) Report shall be provided that demonstrates that the development is capable of achieving a minimum 5 Star Green Star rating at practical completion in accordance with Development Policy 1 – Green Building, to the satisfaction of DevelopmentWA. (Refer Advice Note c)
4. ‘As Built’ Certification from the Green Building Council of Australia (GBCA) shall be provided within 12 months from the date of practical completion demonstrating that a minimum 5 Star Green Star rating has been achieved in accordance with Development Policy 1 – Green Building, to the satisfaction of DevelopmentWA. (Refer Advice Note d)
5. A final Acoustic and Vibration Attenuation Report and certificate from a qualified acoustic consultant, confirming that the design and construction of the building will achieve an appropriate level of sound and vibration attenuation in accordance with Development Policy 3 – Sound and Vibration Attenuation, is to be provided at planning condition clearance (working drawings) stage, to the satisfaction of DevelopmentWA in consultation with the City of Perth. (Refer Advice Note e)
6. A report and certification from a qualified acoustic consultant are to be submitted at practical completion and prior to occupation of the building, confirming that all recommendations of the Acoustic and Vibration Report integral to achieving compliance with Development Policy 3 – Sound and Vibration Attenuation have been implemented, to the satisfaction of DevelopmentWA. (Refer to Advice Note f)
7. An updated Wind Assessment Report is to be provided at planning condition clearance (working drawings) stage, to the satisfaction of DevelopmentWA in consultation with the City of Perth, and all recommendations from the report implemented thereafter (Refer to Advice Note g).
8. Public Art is to be provided in accordance with Development Policy 4 – Providing Public Art, final details of which are to be provided at planning condition clearance (working drawings) stage to the satisfaction of DevelopmentWA. (Refer to Advice Note h)
9. A Signage Strategy prepared in accordance with Development Policy 6 – Signage is to be provided at planning condition clearance (working drawings) stage and implemented thereafter, to the satisfaction of DevelopmentWA. (Refer to Advice Note i)
10. Windows and glazed areas on the ground floor retail tenancies are not to be provided with dark or reflective tinting, visually obtrusive signage, obscured glazing or roller shutters, details of which are to be provided at planning condition clearance (working drawings) stage to the satisfaction of DevelopmentWA. (Refer to Advice Note j)

11. A final Landscape Plan is to be provided at planning condition clearance (working drawings) stage to the satisfaction of DevelopmentWA. Landscaping is to be installed and maintained thereafter in accordance with an approved Landscape Plan to the satisfaction of DevelopmentWA, in consultation with the Design Review Panel. (Refer to Advice Note k)
12. A final Car Parking and Access Management Plan demonstrating safe vehicle access, circulation and egress methods is to be provided at planning condition clearance (working drawings) stage and implemented thereafter to the satisfaction of DevelopmentWA, in consultation with the City of Perth and the Department of Transport. (Refer to Advice Note l)
13. A final Waste Management Plan demonstrating methodology for the storage and collection of waste to minimise impacts on the amenity of the residents and the surrounding public realm is to be provided at planning condition clearance (working drawings) stage and implemented thereafter, to the satisfaction of DevelopmentWA in consultation with the City of Perth. (Refer to Advice Note m)
14. A Lighting Strategy, detailing how the location and design of lighting will enhance the safety of the general public, amenity of the locality and function of the public realm and develop a distinctive night character for the building, is to be submitted at planning conditions clearance (working drawings) stage, to the satisfaction of DevelopmentWA. (Refer to Advice Note n)
15. All piped and wired services, service areas and service related hardware (such as service meters, fire booster cabinets, exhaust systems, air-conditioning units, antennae, satellite dishes and clothes drying areas, rainwater storage tanks) are to be concealed from public view, integrated in the overall design and located to minimise any detrimental impact on the public realm, details of which are to be provided at planning condition clearance (working drawings) stage, to the satisfaction of DevelopmentWA. (Refer to Advice Note o)
16. A final Crime Prevention Through Environmental Design (CPTED) Report, prepared by a suitably qualified person, confirming the design of the development is in accordance with CPTED principles, is to be submitted at planning condition clearance (working drawings) stage, to the satisfaction of DevelopmentWA. (Refer to Advice Note p)
17. A Construction Management Plan is to be provided prior to commencement of construction and implemented for the duration of construction to the satisfaction of DevelopmentWA, in consultation with the City of Perth and the Public Transport Authority. (Refer to Advice Note q)
18. A final Universal Access Statement prepared by an accredited Access Consultant or a qualified Building Surveyor is to be submitted at planning condition clearance (working drawings) stage, demonstrating that all communal areas and retail tenancies are compliant with the access obligations of the *Disability Discrimination Act 1992* and all applicable Australian Standards.

19. An Electrical Design Report prepared by a suitably qualified professional is to be provided prior to the commencement of construction and implemented for the duration of the development, to the satisfaction of DevelopmentWA in consultation with the Public Transport Authority. (Refer to Advice Note r)
20. A Delivery and Servicing Management Plan is to be submitted at planning conditions clearance (working drawings) stage to the satisfaction of DevelopmentWA, in consultation with the City of Perth. (Refer Advice Note s)
21. A Venue Management Plan for the Dining and Entertainment land uses is to be submitted at planning conditions clearance (working drawings) stage, to the satisfaction of DevelopmentWA, in consultation with the City of Perth. (Refer to Advice Note t)
22. A Stormwater Management Plan is to be submitted at planning conditions clearance (working drawings) stage, to the satisfaction of DevelopmentWA, in consultation with the City of Perth. (Refer to Advice Note u)
23. Crossovers, driveways, car parking, vehicle manoeuvring spaces, circulation areas and loading/unloading areas are to be constructed, sealed, kerbed, marked, drained and maintained in accordance with the approved plans, prior to occupation, to the satisfaction of DevelopmentWA. (Refer to Advice Note v)
24. All building entrance levels are to be consistent with the constructed paving levels of the adjoining public realm, details of which are to be provided at planning condition clearance (working drawings) stage to the satisfaction of DevelopmentWA.
25. Any damage caused to the footpaths, kerbs, roads, drainage infrastructure and open space areas adjacent to the site is to be made good at the applicant's expense prior to occupation of the development, to the satisfaction of DevelopmentWA, in consultation with the City of Perth.
26. The development, including any ancillary or roof-based structure such as antennae, are not to exceed 95m AHD or infringe upon Perth Airport's current or future airspace.
27. An easement in accordance with Section 136 of the *Land Transfer Act 1893* (or other suitable mechanism) is to be placed on the certificate of title of Lot 19 specifying a right of carriageway via Queen Street for the benefit of Lot 11, to the satisfaction of DevelopmentWA. (Refer Advice Note w)
28. The Specific Purpose Accommodation land use is limited to student accommodation. (Refer to Advice Note x)
29. The development must be substantially commenced within four (4) years from the date of this approval, to the satisfaction of DevelopmentWA. (Refer to Advice Note aa)

ADVICE NOTES:

- a) A covering letter, a digital version of final drawings and relevant detailed supporting documents to satisfy the condition requirements are to be submitted to DevelopmentWA prior to an application being made to the City of Perth for a building permit and must be cleared prior to the commencement of construction. Working drawings are to comply with all of the above conditions and any variations from the approved drawings and documentation are required to be clearly identified.

In accordance with section 62(3) of the *Metropolitan Redevelopment Authority Act 2011*, no works are to be undertaken prior to obtaining development approval or in contravention of any condition to which the approval is subject.

Following satisfactory assessment of the planning conditions clearance (working drawings), DevelopmentWA will provide a clearance letter and a digital copy of the cleared documents to the City of Perth to enable building permit assessment.

- b) With regard to Condition 2, final details of the external colour and material finishes, including final specifications and samples, are to be provided for all external elevations, demonstrating high quality and durability of materials has been maintained (or enhanced) from development application stage through to working drawings and construction. Additionally, the following areas for improvements to the design are recommended to be included through detailed design:
- Further resolution and details of the internal corridor between the main lobby and the secondary lift lobby to ensure sufficient width is provided to be functional, safe and contribute positively to the arrival experience to the Student Accommodation;
 - Details of the orientation of the vertical fins on the northern façade ensuring they provide effective solar shading;
 - Further details of the vehicle access way ensure it is designed to a high quality, promoting a positive user experience; and
 - Implementation of all recommendations of the wind report and continued monitoring and refinement of the wind strategy as design detail develops.
- c) With regard to Condition 3, the applicant is required to provide evidence that the project has been registered with the GBCA, together with the final ESD Report which demonstrates that the development is capable of achieving the required green star rating at practical completion.
- d) With regard to Condition 4, to ensure that the credits identified in the ESD Report have been implemented and that the required Green Star rating has been achieved, the applicant is to provide 'As Built' certification from the GBCA. This is to be provided within 6 to 12 months of practical completion of the development.
- e) With regard to Condition 5, the Acoustic and Vibration Attenuation Report is to certify that the construction of the building will achieve an appropriate level of sound attenuation in accordance with Development Policy 3 – Sound and Vibration Attenuation. In particular, the report should address:

- potential noise impacts from adjacent uses including traffic and any entertainment and recreational activities in the vicinity, including performances by the Western Australian Academy of Performing Arts school within the adjacent ECU City Campus; and
 - noise emitting development including the Dining and Entertainment land uses and mechanical service systems (such as exhaust systems and air-conditions) to be designed and located to prevent emitted noise levels from exceeding the relevant decibel levels as set out in the *Environmental Protection (Noise) Regulations 1997*.
- f) With regard to Condition 6, the report and certification submitted at practical completion stage should include results of onsite testing to confirm appropriate levels of sound mitigation has been achieved.
- g) With regard to Condition 7, the wind assessment should include a detailed wind tunnelling analysis. The wind amelioration strategies are to be integrated into the final building design, detailing and function. The use of wind break 'add-ons' such as screens and physical barriers are typically not supported as these are considered to obstruct visual and physical permeability of the public realm and limit the integration and activation of the ground floor land uses.
- h) With regard to Condition 8, Development Policy 4 – Providing Public Art requires the provision of public art or cash-in-lieu with a minimum value of \$1,400,000 based on the estimated construction cost of \$230 million. Contributions may be either provided as public art or cash-in-lieu paid into the Central Perth public art fund.

In accordance with Development Policy 4, a Public Art Strategy should be prepared in accordance with requirements of Development Policy 4 and submitted to DevelopmentWA for approval and is to include design documentation, detailed plans of the artwork, details of engagement with local and/or Indigenous artists, cost calculations, public liability insurance (as applicable) and maintenance details. Public art is to be reflective of the Perth City Link Public Art Strategy.

- i) With regard to Condition 9, the Signage Strategy should provide a plan of all proposed external signage, including location and dimensions, demonstrating that such signage will be complementary to the architectural design of the building and not obscure architectural detail and materiality in accordance with DevelopmentWA's Development Policy 6 – Signage, and the Perth City Link Design Guidelines.
- j) With regard to Condition 10, protection of windows from the sun or privacy screening, should be achieved through architectural devices, passive solar design and appropriate glazing specifications, rather than through reflective glazing or coatings. Glazing on all retail tenancies at lower levels should be transparent, ensuring a high level of visible indoor activity and passive surveillance of the public realm is maintained in accordance with the Perth City Link Design Guidelines.
- k) With regard to Condition 11, the final Landscape Plan is to address relevant objectives of the Perth City Link Design Guidelines, and should provide final details of the following:

- details of how the landscape design, materials, building edge and levels will effectively and seamlessly integrate with the adjacent public realm (particularly the setback areas at ground level);
- existing and proposed site levels and provision of universal access; with all proposed floor levels of the pedestrian and vehicle entrances to the building being designed to match the current levels of the immediately adjacent footpaths;
- species, sizes and types of plantings, including native and water sensitive planting, that are demonstrated to be appropriately robust for the on-structure weather and wind conditions;
- further details of what the 'coloured patterns' represent;
- comments addressing the inclusion of bee hives within a confined landscape setting, subject to bee hives being proposed in the final design;
- sustainable reticulation of plantings;
- paving, kerbs and other surface treatments;
- greater explanation of 3-dimensional form including seating, lighting, shade structures, planters and other hard infrastructure;
- engagement with local Indigenous groups where appropriate; and
- details of ongoing management and maintenance, including any agreements with DevelopmentWA and/or the City of Perth where relevant.

The applicant is advised to liaise with DevelopmentWA and the City of Perth to ensure the integration of hard and soft landscaping between the public realm (footpaths and public access-ways) and private realm and any ongoing maintenance requirements are appropriately considered.

- l) With regard to Condition 12, the Car Parking and Access Management Plan should be prepared in accordance with the Perth City Link Design Guidelines, and should include details on the following:
- allocation and identification of residential car and scooter/motorcycle bays in accordance with the approved plans, being;
 - five (5) tenant (non-residential) parking bays;
 - eight (8) motorcycle bays;
 - one (1) loading bay; and
 - nine (9) residential bays associated with the student accommodation.
 - effective and safe management of traffic movements to, from and within the car parking areas onto Queen Street;
 - implementation of a vehicle priority system to ensure safe management of vehicle movements through the one-way access to the development;
 - protection of cyclist and pedestrian routes around the development;
 - identification of delivery, collection and service areas, demonstrating that sufficient room is available for access and manoeuvring (including safe reversing movements) for all vehicles used in delivery, maintenance and waste management (as applicable) to the site;
 - the dimensions of all car parking bays, loading bays, vehicle entrances, crossovers, aisle widths and circulation areas comply with the Australian Standards AS2890.1;
 - identification of ACROD bays if any; and
 - sufficient sightlines adjacent to crossover.

In addition, the Department of Transport recommends that a Travel Plan be prepared that addresses the following:

- arrangements for access to bike parking and end-of-trip facilities by any staff working in the building;
 - arrangements for access to bike parking by the student residents;
 - monitoring and maintenance programs of the bike parking and end-of-trip facilities provided (including surveys of bike parking use);
 - commitments to procedures and initiatives that encourage, promote and monitor non-car travel to and from the site by staff, visitors and residents (including surveys of bike parking use); and
 - information packs for site staff, residents and visitors to encourage and support access to/from the site by non-car modes.
- m) With regard Condition 13, the final Waste Management Plan is to contain provisions and management strategies to coordinate the onsite servicing for all tenancies and uses within the site, as well as controlled access/egress to the car park and servicing areas, consistent with the Car parking and Access Management Plan. The applicant is advised to liaise with the City of Perth regarding the City's standards for waste, servicing and delivery management.
- n) With regard to Condition 14, the Lighting Strategy is to ensure that all lighting is designed to meet Australian Standard 1158 (Public Lighting Code) and Australian Standard 4282 (Control of the effects of outdoor lighting) in order to ensure that any nuisance light to adjoining properties and to passing vehicular traffic is controlled to an acceptable level.
- o) With regard to Condition 15, all clothes drying areas, service meters and service related infrastructure, including fire booster cabinets, substations and air-conditioning units, are required to be located internally within the building or designed and integrated as an integral element of the development so as to minimise a visual impact on the architectural quality of the building and its relationship with the public realm and adjacent buildings. Roof plant and equipment is to be appropriately screened so as to provide a positive outlook from above and not be visible from adjacent buildings and the public realm.
- p) With regard to Condition 16, the Crime Prevention Through Environmental Design (CPTED) report should be prepared by a suitably qualified person and have regard to the Department of Planning, Lands and Heritage Safer Places by Design Planning Guidelines. The CPTED report should include details of the locations, specifications, coverage and management responsibilities of CCTV cameras on the building façade and within communal areas adjacent to the public realm and should identify any risk associated with the design of the ground floor landscaped areas and ensure the safety of the publicly accessible areas are maintained. The recommendations of the CPTED report should be incorporated into the final Landscape Plan.
- q) With regard to Condition 17, the Construction Management Plan is to include details of the following:

- a Tree Protection Plan identifying the Tree Preservation Zones (TPZ) and Structural Root Zones (SRZ) with a minimum of two (2) metres extending out from the base of each existing street tree and maintained for the period of construction;
 - details of the erection of cranes on-site, including confirmation that an online application to Perth Airport's Protected Airspace Assessment Tool (PAAT) has been lodged. Perth Airport advises that applications are to be made online at <https://portal.perthairport.com.au/>. Queries can be directed to Perth Airport's airspace line or inbox at 6278 8122 or airspace@perthairport.com.au.
 - design and specifications of high-quality fencing/hoarding and signage used to secure the site;
 - hours of construction
 - noise and vibration management, including details of any equipment or activities which may cause invasive vibration and management of such situations, and ensuring noise emissions from the site comply with the *Environmental Protection (Noise) Regulations 1997* (as amended).
 - truck routes, layover areas and site access plan;
 - sand, dust and erosion management;
 - contamination, dewatering and stormwater management;
 - management of unexpected finds;
 - parking arrangements for contractors and sub-contractors;
 - rubbish and waste management;
 - access, delivery and storage of materials and equipment;
 - details of any road, footpath or cycle path closures, associated impacts on traffic, pedestrian and cyclist movement and alternate paths of travel;
 - a consultation plan, which identifies how stakeholders and affected landowners will be notified of any construction impacts including details of complaint resolution procedures; and
 - protection of the road reserve and any associated infrastructure adjacent to the development site during construction.
- r) With regards to Condition 19, PTA infrastructure includes systems that may produce electromagnetic field (EMF) interference and stray electrical currents. The Electrical Design Report shall demonstrate how the development will address electromagnetic field (EMF) shielding and electrical separation in accordance with Public Transport Authority standards.
- s) With regard to Condition 20, the Delivery and Servicing Management Plan is to outline the proposed management regime to facilitate controlled access and egress to the car park and loading areas, consistent with the Car Parking and Traffic Management Plan and is to include the following:
- i. ensure all deliveries and collections occur within the development, including the provision of adequate loading, storage and vehicle manoeuvring space for such functions;
 - ii. demonstrate provision of a direct service access route to and from the development;
 - iii. demonstrate adequate separation between private vehicles and delivery trucks to prevent conflicts and queuing;

- iv. demonstrate the provision of adequate loading bays to cater for likely volume of service deliveries for the development;
 - v. strategies to ameliorate amenity and noise impacts of deliveries/waste management on the surrounding area;
 - vi. management procedures, including scheduling of deliveries, to prevent multiple concurrent truck movements occurring, ensuring that truck movements do not unduly restrict access to parking bays.
- t) With regard to Condition 21, the Venue Management Plan is intended to provide guidance for all future tenancies and is to include, but not limited to the following information:
- hours of operation;
 - types of proposed liquor licenses;
 - location of service/back of house areas for each tenancy, ensuring an active interface between the tenancies and the street is maintained;
 - any proposed entertainment or music, including noise attenuation reports and plans for any premises proposing live music, amplified music or other entertainment with noise levels above background music; and
 - alfresco management, including location of alfresco areas, proposed structures and furniture, wind impact management, operating times, alcohol service and any music/entertainment.
- u) With regard to Condition 22, all stormwater is to be retained onsite as per City of Perth stormwater policy and guidelines.
- Water Corporation further advises that the site is in an area that is subject to drainage constraints due to the interaction of the City's local drainage infrastructure with the Water Corporation's underground piped main drain that traverses the area. The maximum permissible drainage discharge from the site is 120 L/s per hectare. Details of storage tanks and pump rates should be provided to Water Corporation for their approval prior to construction.
- v) With regard to Condition 23, all car bay dimensions, ramps, crossovers, driveways and circulation aisles should be constructed in accordance with Australian Standard AS 2890.1 and the City of Perth parking design and access requirements. Disabled bays are to comply with Australian Standard AS 2890.6. Bicycle parking is to comply with AS 2890.3.
- w) With regards to the Condition 27, the right of carriageway is to provide vehicular access to Lot 11 via Queen Street for the purpose of servicing and tenant access. The easement is to provide sufficient height and width to support access for waste vehicles to service the future development on Lot 11. At the time of occupancy, if development approval has been granted by DevelopmentWA for development on Lot 11 that does not propose access via Queen street, this easement shall not be required.
- x) With regard to Condition 28, notwithstanding the Specific Purpose Accommodation land use definition under Appendix 3 of the Central Perth Redevelopment Scheme, the approved Specific Purpose Accommodation is limited to providing for the special

accommodation needs of students studying at a tertiary education facility for an extended period of time, and may include accommodation for staff or visiting staff to a tertiary education facility.

- y) The Department of Water and Environmental Regulation (DWER) provides the following advice:
- An Ongoing Site Management Plan is to be developed in accordance with the department's contaminated sites guidelines to inform intrusive works associated with ongoing development and management of the site. The plan should include the management of unexpected finds, waste management and dust suppression. Other than for analytical testing or temporary dewatering for development, the abstraction of groundwater for beneficial use (such as irrigation) is restricted. Please contact DWER for further information on Ongoing Site Management Plans.
 - Acid sulfate soils (ASS) risk mapping indicates that the eastern portion of the site is located within an area identified as representing a high to moderate risk of ASS occurring within 3 metres of the natural soil surface. Please refer to Department of Water and Environmental Regulation's acid sulfate soil guidelines for information to assist with the management of ground and/or groundwater disturbing works. <https://www.der.wa.gov.au/your-environment/acid-sulfate-soils/69-acidsulfatesoils-guidelines>. Dewatering works, if required, should be carried out in accordance with the report titled 'Acid Sulfate Soils Dewatering Management Plan, DevelopmentWA, Perth City Link - Stage 5, Roe Street, Perth Western Australia' (Greencap, November 2020).
- z) All development and works shown outside of the lot boundaries including awnings and external treatments to the PTA infrastructure shall be including within easements on the certificate(s) of title.
- aa) With regard to Condition 29, should the development not be substantially commenced within the period specified, the approval shall no longer be valid and no development shall be undertaken without further approval of the DevelopmentWA having first been sought.